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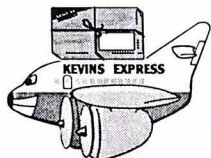
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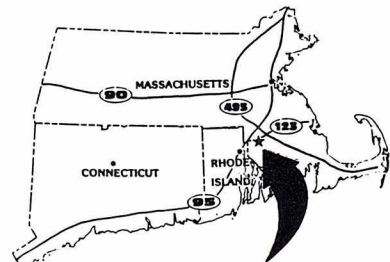
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Trail Rider MAGAZINE

On the cover: Who wouldn't want to ride on a deserted beach at sunset, with warm ocean air and dry summer weather, especially at the tail end of a rotten winter? Photo was taken on one of the endless coastal beaches of Peru, and that's Jimmy Lewis again. Photo by Joe Bonnello.

March 1997
Volume 27 Number 3

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Warning: Motorcycle riding, hare scrambling, enduro riding and trail riding are all inherently dangerous, and unless you've already accepted the fact that you could get hurt easily doing anything illustrated in this book we'd hesitate to recommend that you try it. If you do, wear all protective gear, including a helmet, gloves, heavy boots, knee guards and anything else you can find. You should bundle up like a polyethylene Sta-Puft marshmallow man, and then go out and have fun. You will. Just don't worry about banging yourself up.

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LAST OVER

by Paul Clipper

Knowing the Language

Lately I have been receiving much mail here at Trail Rider, asking surprisingly simple questions. After fielding a number of requests for enlightenment, it became obvious that many of our readers were unfamiliar with even the simplest of motorcycling terms. This is a situation that must be put to rest; so in an effort to broaden the knowledge of those who need it, I have put together the following glossary.

In order to be as clear and precise as possible, I have sought the advice of many experts in the field, and can therefore attest to the accuracy of this information. Readers who have questions that remain unanswered at the conclusion of this column are urged to contact your friendly local bike shop for more specific help.

Revolutions Per Minute: Reference to how hard and fast your head is spinning after center-punching your first tree in a tight enduro. Not to be confused with counter revolutions per minute, which is a measurement of either the speed opposite eyes rotate in their sockets after the above collision, or of political weather in South America.

Before Top Dead Center: Used to describe the point of impact during an endo. Coming down before top dead center would be a forehead landing, otherwise known as a face header. If a square landing on top dead center would be a 9.9 in international competition, BTDC would be a 5.2.

After Top Dead Center: Particularly nasty. Use your imagination.

Spring Rate: The rate at which your roll chart rolls backwards in a fast section of an enduro. Expressed as a ratio—if your chart rolled back eight miles in one mile of fast trees, the spring rate would be 8:1. Spring rates of up to 92:3 are not uncommon.

Swingarm Pivot: What happens when you try to jump a very large log, which contacts the frame rails and stops the bike dead, leaving it rocking back and forth like a see-saw. The rider is usually left sitting on his butt ten feet in front of the bike.

Ring End Gap: The opening left in a

wedding band after you break a finger and the hospital has to cut the ring off. Usually very difficult to forget, as the affected spouse becomes enraged and clips said split ring onto your eyelid.

Bore Diameter: The exact diameter of the hole you would like to drill in the skull of the stupid oaf who keeps passing you back in every open section of a tight enduro.

Cylinder Displacement: Rate at which beer cans take up room inside an ice chest. The smallest ice chests only have a cylinder displacement of six, and you can't fit much ice.

Compression Ratio: A ratio expressed

check five minutes early.

Secondary Reduction Ratio: Very rare. An amplification of the above, if they allow you to get away with it a second time. Usually accompanied by a painful roosting and the insistence that you ride the rest of the day alone.

Final Drive Ratio: The mysterious force that gets you out of bed at four a.m. on race day when you know you won't do any better than 12th in class, if you even manage to finish. Final drive ratios can be both positive and negative, i.e. a huge shiny trophy is positive drive, while a wife/girlfriend with a pair of tickets to a high school production of *Funny Girl* is negative drive.

Primary Kickstarter: Usually a reference to the biggest guy walking around in the pits. He's the guy you head for if your bike won't start and you've already worn yourself out trying to kick it.

Rim Lock: Describes the situation you get into when you drop your front wheel into a muddy rut and it takes you and three kindly strangers to pull it out. Roots make very good rim locks.

Shift Fork: What you do when you're trying to eat right after breaking three fingers on the dominant hand. This causes a slight problem with what to do with the knife and soup spoon, but most enduro riders learn how to cope after a while.

Transfer Angle: Refers to the amount of strength you have at any given gas stop of an enduro, and your ability to tip a gas can up far enough to not spill gas all over the bike. The transfer angle starts out correct at the beginning of the day and deteriorates in the late afternoon.

Cylinder Scavenging: The process you go through when you've spent your last four pistons and the better part of a bank account on ignoring a massive air leak. Also a derogatory term for the process of seeking sponsorship.

Squish Band: The small hold-down strap at the bottom of some rear fender bags on Japanese enduro bikes. So named for a tendency to deform tuna fish sandwiches on a long ride.

Intake Port: Where you pour the Yoo-Hoo and stuff the Twinkies after the first loop of an enduro. Also the main air intake for riders who refuse to wear protective gear or use mufflers.

Exhaust Port: Don't ask.

Port Timing: The ability to coordinate the use of the intake and exhaust port, and not get the two mixed up. Improper port timing can occasionally result from a severe compression ratio.

Last Over: See above. □



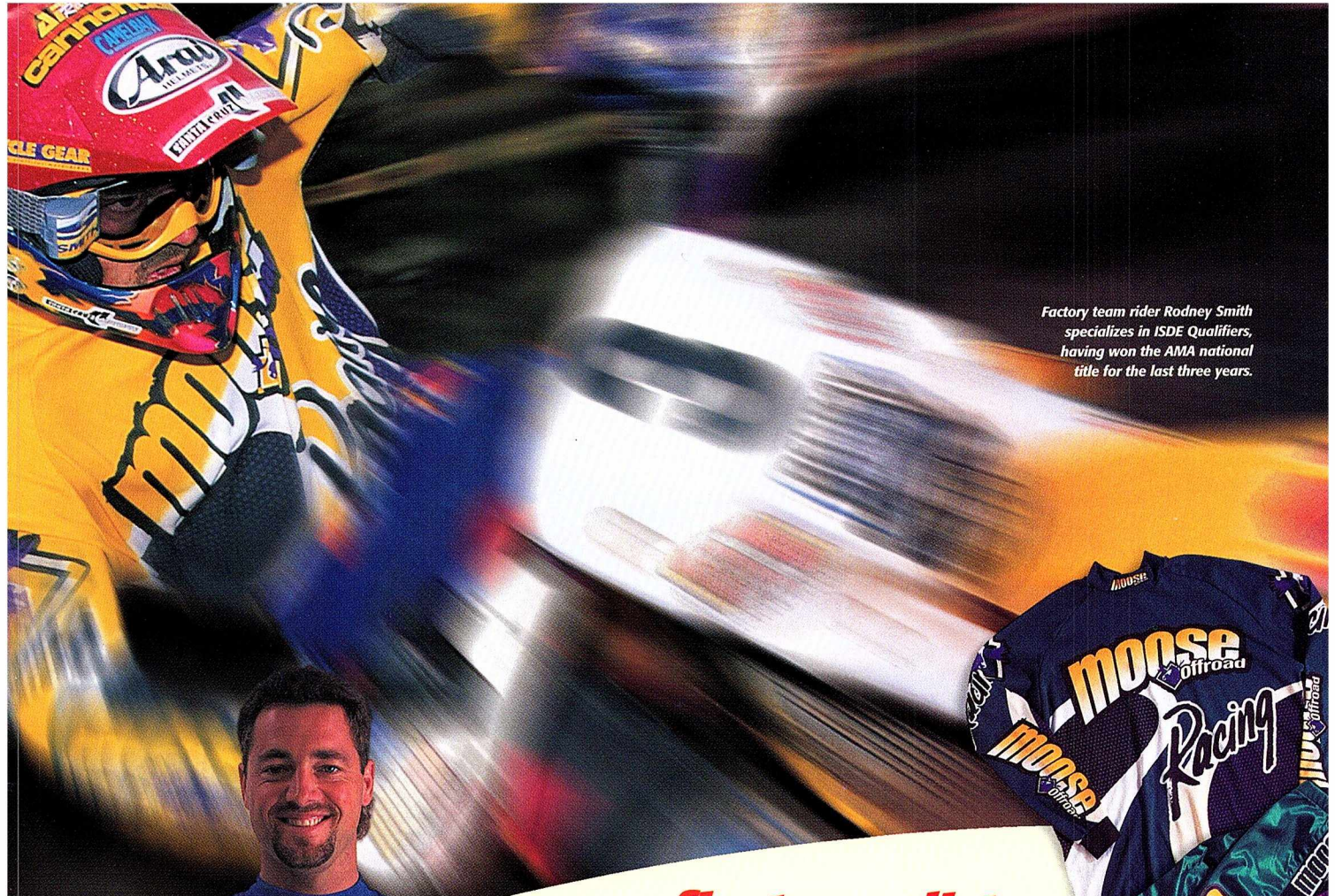
as the difference between ambient air pressure and what your insides feel like after knocking back a quart of cold soda after a hot run. Not a very sociable condition.

Double-Leading Shoe Brake: What an old-time drum brake motorcycle rider does to bring himself to a stop after a long section through a deep creek. Effective at slower speeds, but very hard on riding boots.

Single-Leading Shoe Brake: Above rider if he happened to smack his toe on a rock.

First Over: Reference to the first time you do an endo on a new bike. A necessary and unavoidable situation, comparable to the first scratch you get on a new car, but more painful.

Primary Reduction Ratio: Measurement of how small you feel after bragging to the other guys on your minute about what kind of a bull goose unreal timekeeper you are, and then leading them all into the first

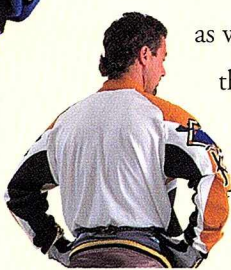


Factory team rider Rodney Smith specializes in ISDE Qualifiers, having won the AMA national title for the last three years.

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EASTERN NEWS

Appalachian Dual Sport Tours

Racer Productions, those fine folks who bring you the GNCC series, also offer an eastern seaboard based series of dual sport rides, called the Appalachian Dual Sport Tour. This year Carrie Coombs-Russell, Jeff Russell, Big Dave, Rita and the rest are promoting five rides in the series, and the big news is that the Blackwater 200 Dual Sport is back on the schedule. That's right, once again off-roaders will meet up in Davis, West Virginia, for a scenic romp across the countryside. The Coombs and Russell family really put on a great ride, and this year they even promise to rate their events for degree of difficulty. The schedule is as follows, for more information call (304)284-0084.

May 3-4 Loretta Lynn Ranch,
Hurricane Mills TN
May 17-18 Red Bird Ranch, Stewart OH
June 21-22 Daniel Boone Run,
Renfro Valley KY
July 19-20 Blackwater 200, Davis WV
Sept. 27-28 Starvation Point,
Elizabeth WV

Trails in Pennsylvania

If you're an active Pennsylvania trail rider, you're no doubt concerned about access to the trails in your state. And, if you watch the news and asked about the

"Closed" signs, you know that the way we lose trails is by not raising our voice—it has not yet been proven that we win any trail access by making our opinions and desires known, but we certainly lose them by keeping to ourselves. That being said, all active Pennsylvania trail riders should get more information on the Governor's Conference on Greenways and Trails, happening in Camp Hill, PA, on April 27 through 29. The object of the conference is to hear from all interested user groups and ultimately forge the future for all trail use in the state. Private citizens are invited to attend, as well as groups of all kinds, so talk this over with your club or organization and plan on providing some representation that long weekend. For more information, contact the PA Recreation and Park Society, 1315 West College Avenue, Suite 200, State College PA 16801; or fax a request to (814)234-5276.



Chris Smith. Highly esteemed.

ECEA Schedule Changes

So we printed the ECEA schedule in last month's issue, and we were working from a preliminary copy that was subject to revision. And it was revised. So don't count on the dates you saw in last month's issue, instead add or change the following: June 1 will not be the Green Marble enduro, instead it will be on July 27. June 15th will be the VFTR Dual Sport, rather than it's original date of 7/27. Ridge Riders will have a hare scramble on July 6. The October 19 hare scrambles we called a Green Marble hare scrambles is actually a Maryland Competition Riders hare scrambles, sorry. Also, Meteor will have a dual sport on November 16, and their hare scrambles on November 23. Come on out and ride some of them!

Battle of Massachusetts

The trail battle still rages on in Massachusetts, although things have calmed somewhat in the winter lull so far. Still, all state forests are closed to trail bikes until May 1, and NETRA members are still actively badgering their elected officials, with legislation pending. In the mean time, NETRA has printed up a "Battle of Massachusetts" T-shirt that is printed red and blue on white, with an American flag Massachusetts printed over the NETRA logo, and the words "Freedom to Ride" at the bottom. The shirt costs \$12 plus \$3 postage, and comes in all sizes. Best yet, proceeds go back into the legal fund to help replenish the battle

money. Get yours from NETRA, P.O. Box 478, Ellington CT 06029 (send them a check).

Officially Honored

We received a fax of a Joint Legislative Resolution from the state of New Jersey, you know, one of those pieces of paper where every sentence starts with "Whereas,..." We thought it was the usually fluff and non-sense from our fine elected officials, but upon further inspection it turns out to be a special recognition of Chris Smith, Eric Koeller and Drew Smith for their participation and performance in the ISDE in Finland this past year. The proclamation says Chris, Drew and Eric are "highly esteemed members of the Ridge Riders Motorcycle Club," which they are, but we hope the distinction doesn't cause jealousy in the club, because the rest of the members are pretty highly esteemed themselves, and wouldn't mind

being recognized for it. Kidding aside, it's always a thrill when word gets out that what we do really is important and meaningful in the grand scheme of things, and that maybe for a second or two it is brought to the attention of our elected officials as they work to take away all our riding privileges.

Moose at Moose

Is Morrison, Illinois, considered eastern news? Hey, why not, Charlie's in Indianapolis! Word from the Brickyard is that the infamous Moose Run is taking place on May 4. This is the "log" event that Charlie wrote about, promoter Bill Gusse's midwestern version of the Blackwater 100. Well, the promoters are expecting all the big GNCC names to ride there, including Ty Davis, Paul Edmondson, Steve Hatch and more, and that Moose Offroad is one of the big sponsors, thus combining the two big Mooses of the riding world (we'll not add in the Moose Run turkey run, new for this year in Maine, which would make it three). Any road, it sounds like an interesting race if you don't mind a little extra driving...and hey, maybe you can stay with Charlie! For more information on the Moose Run, call (815)778-3641. □

Where To Ride

2/23 AMA National H.S.	Redding, CA
2/23 Snow Run Enduro	Stafford CT
3/3-4 AMA GNCC Series	Ocala, FL
3/8-9 AMA GNCC Series	Atlanta, GA
3/9 PSTP Protest Driv	Carver, MA
3/16 AMA National Enduro	Greensboro, GA
3/16 Sandy Lane Enduro	Greenbank, NJ
3/22-23 AMA GNCC Series	Cross Anchor, SC
3/23 AMA National Enduro	Kalgary, TX
3/23 Curly Fern Enduro	Indian Mills, NJ

NAMES AND ADDRESSES

New England Trail Rider Association (NETRA) P.O. Box 478 Ellington, CT 06029 (203)875-5757	AMA P.O. Box 6114 Westerville, OH 43081 (614)891-2425
East Coast Enduro Association (ECEA) RD 4, Box 5671 Jonestown, PA 17038 (717)865-0601	New York Trail Rider Alliance, NENYC 8 Komar Drive Charlton, NY 12019
Vermont Trail Riders Asc. (VETRA) P.O. Box 136 South Pomfret, VT 05067	New Jersey Trails Conservancy (NJTC) 212 Cedar Street Lakehurst, NJ 08733 (908)657-6338
Pennsylvania Trail Riders Association (PATRA) Box 77 Thomasville, PA 17364	District 6 Sports Asc. P.O. Box 554 Lebanon, PA 17042 (717)272-6896
Racer Productions (AMA GNCC Series) Route 7, Box 459 Morgantown, WV 26505 (304)594-1157	SETRA 5165 Thompson Mill Rd. Lithonia, GA 30038
Budds Creek Hare Scrambles (301)475-2000	Blue Ribbon Coalition P.O. Box 5449 Pocatello, ID 83202 (208)237-1557
District 4 Enduro Comm. (716)594-0384	Virginia Championship Hare Scrambles Series (VCHSS) 114 Holloway Drive Smithfield, VA 23430 (804)255-4620

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Colony Lodge, RT. 81, Pine Grove, PA 717-345-8095; Econo Lodge, RT. 81, Pine Grove, PA 800-553-2666
CAMPING: Primitive camping at the event. NO water or electric hook ups.
RIDER FEES: Pro, Expert and Amateur - \$25 pre, \$30 post. Youth - \$20. PeeWee - \$10. Pre-entry by 4/7/97

AMA



DISTRICT 6



ECEA



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SCHEDULE

Youth & Pee Wee	Parade Lap - 8:30	EVENT - 9:00 am	1 hour duration	Note: separate tracks.
Amateur	Parade Lap - 11:00	EVENT - 12:00 pm	2 hour duration	
PRO/EXPERT	Parade Lap - 11:00	EVENT - 12:00 pm	3 hour duration	

CLASSES

86 to 200	A & B	201 to 250	A & B	251 to open	A & B	Vet 30+	A & B
Senior 40+	A & B	Super Senior 50+	A & B	4 stroke	A & B	Women	AA

=====> *FOOD, BEVERAGES, AND TEE SHIRTS WILL BE AVAILABLE* <=====

Riders under 18 years of age **MUST** have a guardian present to sign release. (D-6 cards OK)

All entrants must have a **VALID AMA CARD**. Applications for AMA membership available at the event.

Spectators assume all liability for injuries or loss.

FROM I-81 - Take TOWER CITY exit 33 off I-81, then head SOUTH on route 209 (toward Tower City) 1.2 miles. Take first right turn in Jolliett (Main St.) for 2.1 miles. At stop sign in Good Springs, TURN LEFT. Travel 3.4 miles to B&M TUNNEL sign. Look for RORR Hare Scramble signs. Entrance on left. There will be arrows from Route 81.

CALL THE RORR HOTLINE AT 610-921-3592 FOR INFO. PLEASE LIMIT CALLS

-----DETACH HERE-----

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City	State	Zip	AMA No
Emergency Contact()		Bike Make	Expires
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86 to 200 B	201 to 250 B	251 to open B	Vet B
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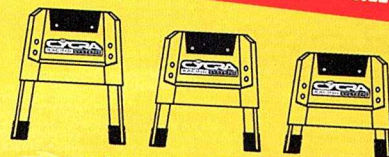
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THE REST of the WORLD

1997 GNCC Schedule

It looks like 1997 is going to be THE year for the Grand National Cross Country series. There is more interest and focus on the GNCC than there has been in years, and that's saying a lot for an extremely popular series to begin with. Few other arenas offer such a combination of high-dollar factory attention as well as amateur participation right down to the C-class level. You won't even have to keep an eye on the GNCC this year—it's going to be right in your face, we guarantee it.

By the way, for every event this year it seems that Sunday is the motorcycle race, and Saturday is for quads, as opposed to last year when occasionally the bikes were on Saturday. For more information on the GNCC, call (304)284-0084.

1997 GNCC Schedule

March 3-4	Ocala, FL
March 8-9	Atlanta, GA
March 22-23	Cross Anchor, SC
April 5-6	Hurricane Mills, TN
April 19-20	Clarksburg, WV
May 10-11	Brownsville, PA
May 31-June 1	Boyers, PA
June 14-15	Elizabeth, WV
September 6-7	Millfield, OH
September 20-21	Mt. Morris, PA
October 4-5	Crawfordsville, IN
October 18-19	Lisbon, OH
October 25-26	Alton, VA

FSO Mirror Adaptor

It's one of those things you've been wishing someone will build. What Four Strokes Only has is a replacement lever perch bracket that has a 10mm (standard Japanese) mirror mount built in. With this device you don't have to clamp a mirror around some of the last remaining free inches on your handlebars, leaving room for things like compression releases (four-strokes), timekeeping equipment, switches, hand guard brackets and everything else. Even better, the FSO mirror mount has oval mounting holes, so it will fit a variety of perch styles, from a 24mm to a 37.5mm bolt spread. You might not need it on a motocrosser, but this is the greatest thing in the world if you're building a dual sport bike. Retail price is about \$15.95, and for more information call FSO at (818)765-5616.

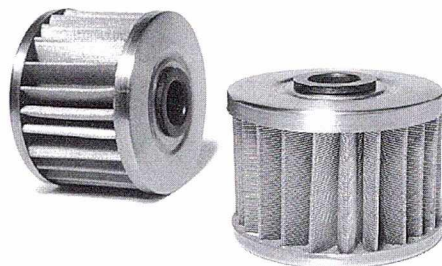


1997 AMA National Dual Sport/Trail Ride Series

2/8	Laughlin, NV	Tour n' Trail Promotions	(818) 890-2209
4/19	New Waverly, TX	Trail Riders of Houston	(713) 444-1542
5/3	Hurricane Mills, TN	Racer Productions	(304) 284-0084
5/17	Athens, OH	Russell Racing	(614) 797-2413
5/31	Mill Hall, PA	Durty Dabbers	(717) 726-3343
6/7	St. Charles, MO	Midwest Trail Riders Association	(314) 232-2178
6/7	Lake Isabella, CA	Team Dual Dogs	(818) 701-1913
6/21	Loudon, NH	Merrimack Valley Trail Riders	(603) 624-4004
6/21	Renfro Valley, KY	Racer Productions	(304) 284-0084
7/6	Redding, CA	Team Dual Dogs	(818) 701-1913
7/12	Brightwood, OR	N.O.R.A. Inc.	(503) 640-8630
7/19	Davis, WV	Racer Productions	(304) 284-0084
7/27-8/1	Newberry, MI	Cycle Conservation Club	(517) 782-4567
8/23	Columbus, IN	Stoney Lonesome Motorcycle Club	(812) 342-1150
9/6	Golden Pond, KY	K-T Riders	(502) 522-6624
9/10	Steamboat Springs, CO	Colorado Sportrides	(303) 697-8382
9/27	Elizabeth, WV	Racer Productions	(304) 284-0084
9/27	Phoenix, AZ	Desert Motorcycle Productions	(602) 488-6357
10/4	St. George, UT	Tour n' Trails Promotions	(818) 890-2209
10/4	Mt. Solon, VA	Northern Virginia Trail Riders	(202) 382-6693
10/11	Angels Camp, CA	Ridge Runners Motorcycle Club	(408) 688-2857
10/11	McArthur, OH	Enduro Riders Association	(937) 256-8365
11/28	Los Angeles, CA	District 37 Dual Sport	(818) 249-2141

Killer Filter

If you want the best oil filter known to man for your bike, A-Loop Offroad has it. They offer a KP Performance stainless steel Micronic oil filter, engineered to filter out anything larger than 35 microns. The KP filter will do that without a bypass valve, meaning it is always filtering your oil, and it will also flow more oil faster than a paper filter. What's better, it's cleanable and reusable, so you don't have to keep replacing it. Available for Honda, Kawasaki, KTM and Rotax four strokes at only \$69.95 each. Call them at (303)791-0035.



Exciting Concept

Ed King faxed us a flyer from Exciting Off Road Escapes (972-283-8815) that sounds real interesting for the adventurer. What they offer is a tour package into mainland Mexico, and your guide is a pre-programmed GPS receiver. For \$289 you get a Garmin GPS preprogrammed with your travel route, as well as a guide book, maps and information on how to get along in Mexico. Destinations are Batopilos, Creel, Urique, Cusare Falls, Basaseachi Falls, Sinforosa Canyon and other locations. If you think you can handle yourself well enough way down south, this may be really interesting. Also, it gives you a real neat way to buy that GPS you've always wanted! Give them a call for more information.

Peterhansel Tops at Dakar '97

Stephane Peterhansel proved once again that he is a serious force to be reckoned with in international rallying, by winning his fifth Dakar Rally this January. Peterhansel took an early lead

and was never bumped from the top of the leaderboard, during a rally that spanned 15 days and 8,518 kilometers. This year the Dakar Rally, previously, and most famously known as the "Paris to Dakar" for its original starting point, started in Dakar and crossed the African continent to Agades in Niger before returning to Dakar for the finish. France's Peterhansel finished the total course in 65 hours, 14 minutes, 37 seconds, beating the second place finisher Oscar Gallardo of Spain by two hours and 35 minutes. Third place went to Peterhansel's teammate David Castera, 2:56:25 behind, also riding a Yamaha.

The big news to us is that American Jimmy Lewis, Cycle World editor and Trail Rider cover boy for the last two months, finished fourth overall in his second Dakar attempt. Jimmy rarely moved from the top four in the opening days of the rally, finally winning a stage overall on day 11. He geeked a little after that, crashing the next day and splitting his fuel cell open, but sucked it up and easily held onto fourth overall. Jimmy rode a KTM 620, and was originally teamed with Danny LaPorte, who retired early with an injured shoulder. Pete Denison was also on hand as the American mechanic, and may supply us some photos and a story next month. If you want more right now, a great Web site is at <http://www.dakar.com>. □

Fall Turkey Challenge Hare Scrambles

Meteor M.C. uncorks a great race in a new area

Manahawkin, NJ 11/17/96

By Mark Uth

Meteor Motorcycle Club broke new ground this past November, staging the final round of the ECEA Hare Scrambles Series at a huge new track in a previously forbidden pit found in Stafford Township, New Jersey. No small undertaking, club member and ECEA ambassador-at-large Lindsay Pirie smoothed the way with various local politicians and public servants, landing what might turn out to be a long term relationship for use of this private area. As a result of the hoopla associated with the new venue, nearly 200 riders and perhaps twice as many spectators turned out for the event, a two heat card of motorcycle and ATV action.

Billed as a "clash of the titans," pre-race hype centered around an anticipated showdown between pro-motocrosser Joel Dengler and AMA National Enduro series

schedule had him racing the National Arenacross event held in nearby Philadelphia the Friday and Saturday nights prior to the hare scrambles. Staying power in the two hour hare scrambles heat could be tough.

Beautiful fall weather prevailed for the day, with cool a.m. temperatures that rose into the mid 50s. A cloudless blue sky and brilliant sunny afternoon made for perfect riding or spectating. The two heat event gave ATV's the first crack at the course, a 90 minute moto that began at ten o'clock. Later, the motorcycle main event would start at noon. Both ATV and motorcycle courses ran much of the same trail, except for several additional loops of tight trail thrown in for motorcyclists. Meteor's course offered something for everyone. Varying conditions had riders dipping in and out of the woods, with intermittent MX track sections ribboned into the pit, jumps and hill-climbs. Soil conditions included hardpack South Jersey adobe, loose sugar sand and the consistency of talcum powder and mud holes of black goo and slick clay. Smooth at the onset, softer trail sections became more whooped as the race wore on. Some of the more challenging obstacles were found in the pit as nasty piles of old refuse and debris, overgrown with light vegetation, formed sharp, abrupt bumps, turns and ruts.

The start was held in a large, mostly flat, sandy basin adjacent to the pits. It was a



Mike Lafferty looked comfortable in the second spot for a couple of laps, but when Dengler faded Michael took control of the lead for the rest of the race.



Joel Dengler was an early favorite, but a long week-end of Arenacrosses left him with little energy for the two-hour race.

title challenger Michael Lafferty. These two have been banging bars at select ECEA events for several years now, neither showing the slightest inkling of letting up. A mere week prior to the scene was MCI's Stump Jumper enduro, Dengler squeaking out Grand Championship honors aboard his RM125. This week however, things were perhaps tilted in Lafferty's favor. Open sections of the course no doubt favored the additional horsepower offered by Lafferty's 250 KTM. Additionally, Dengler's busy



We're nice guys; we're not going to name this well-known ECEA rider...but it's such a great photo. To make sure we got it right, he did this twice!

cool starting area, reminiscent of desert races, with a wide line of starters lined abreast by class. At the gun, there was a near 200 yard bomb run to the first turn, a wide sandy 180 degree left hander. In the motorcycle heat, the deep soft sand of the basin had riders sporting worn knobbies digging holes, failing to gain any forward momentum. Nearly right off the git-go, Lafferty and Dengler assumed the front runner status.

About a mile into the course, a tricky, innocent looking high speed mud section caught many riders unaware, resulting in multiple headers. Several notable riders including Jack Lafferty, Sr. and Enduro Expert's Ron Lucas (points for repeated efforts) were observed taking unintended trips over the bars. Mike Lafferty led early on in the race, but was passed by Joel during the second lap. Mike returned the favor before the close of the third lap, passing Dengler for the lead which he wouldn't relinquish for the rest of the day. This seeding remained in effect for several laps thereafter, Mike maintaining a varying lead of seconds, with no other racers assuming the pace required to reel the two front runners in. It was a relentless course, giving riders little opportunity to rest, that took its toll on many entrants. In a surprise move near the end of the two hour heat, Joel pulled into the pits to stay, dropping out while still holding the number two slot. Mike Lafferty soldiered on and completed eight laps to notch the Overall win, the only rider to do so.



Meteor laid out a really interesting course in and around the old sand pit, using six miles of surveyor's ribbon to line the track.

Lee Rostien, Jr. pressed his YZ125 for seven hard laps and finished in the second overall slot, first in the A light class. Likewise, Mike Bradway piloted a Yamaha 250 for seven laps to fill the final podium space, finishing third overall and first within

Meteor Fall HS Results

Class Results

Mike Lafferty KTM

Grand Champion

A 0-200cc

1. Lee Rostien, Jr.
2. Dean Spencer
3. Ron Lucas

A250-Open

1. Mike Bradway
2. Richard Lafferty
3. Shawn Ulikowski
4. Bill Atkinson
5. Rick Claxton

A Four Stroke

1. Lewis Smith, Jr.

2. Tom Britton

A Veteran

1. Phil Carlin
2. Burce Simmermann
3. Glenn Scherer
4. Todd Reder
5. Dave Gunn

A Senior

1. Albert Lewis
2. Terry Tucker

A Super Senior

1. Scott Wolfersberger
2. Jack Lafferty
3. Rocco Spano

B 0-200cc

1. Tom Ulikowski

2. Nick Sotiropoulos

3. Ed Mainiero

4. Craig Copeland

5. Andrew Simboli

B 250-Open

1. R. Wayne King
2. Chuck Rostien
3. Dan Sharpless
4. Sam Verdetto
5. Mike Kilduff

B Four Stroke

1. Frank Lillo

B Veteran

1. Dave Hurley
2. Karl Baumann
3. Robert Howard

4. Chris Wyckoff

5. Joe Newman

B Senior

1. Lee Rostien
2. Chris Fahan
3. Anthony Rauseo
4. Charles Autenrieth

B Super Senior

1. David Verdetto

C Class

1. Bill Hess
2. Lance Thomson
3. Mike Daddio
4. Chris Vecchione
5. Jeff Brown

the A Heavy class. In B class action, open class rider Wayne King was the tops, finishing fifteenth overall, and the only B rider to complete seven laps. B class runner-ups were David Hurley and Tom Ulikowski who each completed six laps, seeding eighteenth and nineteenth overall, respectively. Novice class rider William Hess was the top C class finisher, with a six lap ride. In the earlier ATV heat, George Wolf posted top honors, completing six laps on the ATV course aboard his Honda. ATV two stroke class rivals Khris Butter and Sal Cisimano filled the second and third ATV overall positions, while Frank Anastasio posted the best finish within the ATV thumper class and earned fourth overall honors.

The club tallied and posted results in the timely continuous scoring method, trophies and prizes were handed out accordingly. While seemingly hectic at times, the entire event came off without a hitch, a tall order when breaking in a new riding area. Hats off

to the Meteor crew. Talking with Lindsay afterward, it seems that things are looking up with respect to negotiations for a continuous presence in the area, long a sore point with riders from Ocean County. Most noteworthy, the \$5 gate fee admission was donated to Stafford Township PBA Holiday Fund which in turn benefits charities like Toys-for-Tots, provides holiday meals for the elderly and disadvantaged, and other worthy causes. All told, more than \$1500 was donated to the fund. Word has it that the people from NJORVP, Inc., the proactive group that secured the Chatsworth Pit area for responsible off-road recreational use, are in similar negotiations to obtain rights for use of that same tract of land used for the day's hare scrambles. Should this come to fruition, it'll no doubt be another coup in the fight for continued land access. In the mean time, however, Pirie implores riders to stay out of the area to avoid upsetting delicate negotiations. □

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DEALER INQUIRES INVITED

Road Legal XR

Riding the new XR250, and making it street legal for a new rider

by Mark Jenks

Depending on where you live, you have a big choice in machines if you want a dual sport bike. Fortunately, in Massachusetts, where I live, you can take a reasonable bike—like a quiet four-stroke—and attach all the legal hardware and get it approved for licensing. I have been riding a KTM 620 RXC for a couple of years and really like the bike, but I wanted to get something for my wife Cathy to ride. It had to be non-threatening and easy to handle, since she's never ridden off-road before, and it also had to be a four-stroke, since I can't stand sucking two-stroke fumes.

The choices seemed vast, at first. I would love to have her ride another KTM, but the 400RXC is a big bike, and a little too heavy and finicky for Cathy. Since I work at a Honda dealer, the next choice was a Honda XR250L, but I wasn't all that impressed with the bike. The XR250L is easily mellow enough for her, but with the street-legal "L" model, you also get a lot of extra weight I didn't think she needed. When Honda announced special dealer prices on remaining '96 XR250s in stock, it was a natural choice. I decided to go with an XR250R, and install a Baja Designs dual sport kit on the bike, and then take it through the state licensing procedure. Of course, before we installed the kit, we had to take the bike out for a test ride.

The Stock XR250

The '96 XR, which is identical to the '97 except for graphics, is much different and a huge improvement on the earlier XR. Honda changed the frame and suspension of the

XR250, and also pulled a little more horsepower out of the 250 engine. The XR250 is never going to be a fire breather, unless you spend plenty of money on porting and a big-bore kit, but the '96 model runs quite a bit healthier than the '95 and earlier. There is more power throughout the range—better bottom end, more mid, and it feels like a little more on top as well. To an experienced rider this just makes the XR more fun to ride, and more competitive if you're going to use it for enduro riding. The bike doesn't run out of steam quite so easily, going up hills, and it's a lot peppier in the flats.

The new suspension is also much more aggressive, although some people may be put off by the new bike's higher seat height. It surprised me. I'm built low to the ground, and have fairly short legs, and I was teetering on the bike (the RXC I ride has been lowered three inch-

All it takes is money!

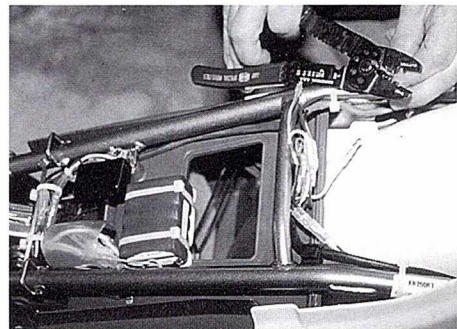
The stock bike handles really well, though. The XR is a quick turner in the woods, and the front end gets a good grip on the slippery rocks we have in abundance around here. It seems like as soon as summer was over it started raining, and it hasn't stopped yet, so we've been getting some fine mud testing on the bike. Slippery terrain doesn't



The stock XR. Honda did a great job of updating this basic package—it's not just a beginner's bike.



The Baja Designs kit is all perfectly worked out, right down to the wiring harness.



BD has worked out the best locations for all the electrical parts; you don't even have to think.

es). Fortunately Cathy is tall and long-legged, and the XR worked out to be just the right height for her.

The suspension on both ends is soft in the initial stroke, and feels really good for slow riding in our rocky terrain. However, people who are going to race the XR should seriously think about buying the services of a suspension tuner. When you push the XR hard through the woods, the suspension moves through the initial part of the stroke too quickly, and then you're depending on the harsher part of the spring to keep you from bottoming. For competition, the XR is going to need a change in damping as well as maybe springs in the front, depending on your weight. But all the tuners around here are familiar with the Honda suspension components, and if I ever choose to do so it's an easy thing to fix.



Cathy on the XR. She's been a bicycle racer, killer downhiller...can enduro champion be next?



Object of desire: A completely legal tag and state inspection—and it wasn't hard.

faze it, even with a beginner rider aboard. The combination of a good handling chassis and mellow, controllable four-stroke power makes the bike not even care what conditions are like. Sloppy as it is, the XR just buzzes through the woods, and although thick mud overwhelms the stock tires occasionally, the XR is definitely easy to ride, and fun.

In the worst of conditions the brakes work great, and the bike starts and runs without a fight. It feels like the XR is part submarine, and although we haven't abused it through deep water it still hasn't sucked any water

through the air filter. After a little time on the bike I can see why Honda has sold thousands of the XR250. You might have to work on it to make it truly competitive, but for plain old play riding the XR—especially this new XR, with the '96 chassis—seems impossible to beat.

Installing the BD Kit

With the break-in out of the way, and the Baja Designs kit sitting in a box in the shop, it was time to do the conversion. The way you do this is to call Baja Designs and tell them what you want to convert, where you live, and how far you really want to go. They already know what it takes to meet street legal requirements in your state, and what specific parts you need will determine how much your kit costs. Essentially, every Baja Designs kit is custom built for each customer or bike, and you can get a kit with just the wiring harness and assorted electrical gear without the headlight, taillight, and turn signals, if you already have lighting for the bike that you know will be legal. The lighting kits that BD sells are all DOT-approved parts, so you know you won't get busted by the inspectors.

The heart of the BD kit is the wiring harness.

Each machine has a specially-built wiring harness made to fit the Baja Designs parts perfectly, with all the parts installed in locations that make sense and create the least impact on your bike. Once you crack open the bags and start reading the directions, and then begin to lay out the BD wiring harness on your frame, you'll know that not only is this kit inexpensive, it starts to seem like a real bargain! If you had to go through the



The finished BD/XR, waiting for the rain to stop. Everything in the kit fit just right, worked on the first try.

Street Savvy, or The Art of Being Legal

by Alan Roach, of Baja Designs

Being able to ride your dirt bike on the street may seem like an impossible dream, but for many parts of the country, with a little time, money, and effort, that dream can be a reality. Being street legal gives one the advantage of being able to jump on their bike and go trail riding without having to load it in the back of the truck first. You can leave the trail and head into town for gas and grub, and head back out on the trail to the next town. Baja Designs has helped thousands of people all over the country license their dirt bikes to give them the Dual Sport advantage without crippling their bike's performance off-road.

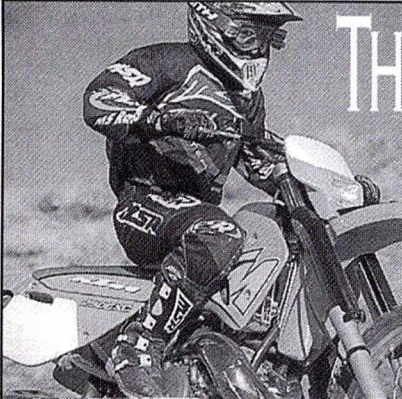
Vehicle registration procedures vary from state to state, as do equipment requirements, but most states will allow conversion to street legal status via the Reconstructed Vehicle Title process. This process was created to allow people to license for the street vehicles of their own creation. To be able to license these vehicles, however, they must meet state vehicle code standards for lighting and equipment.

In most states, the process for licensing a dirt bike requires that you apply for a title for registering the vehicle and have it inspected for compliance with state vehicle codes. Upon passing the inspection and submitting the inspection paperwork to the DMV, the motor vehicle department will issue a plate and registration for the bike based on the new title.

Some states, however when reviewing the bike's vehicle identification number (VIN) will refuse to issue a reconstructed vehicle title because their records show that this vehicle is designated as an off-highway vehicle in the manufacturer's statement of origin. This is a bureaucratic roadblock that in some states is very difficult to side step. The funny thing is, if the bike had a custom frame without a VIN, the same vehicle would be registerable as a reconstructed vehicle (go figure!). Some states, however, will allow you to re-title a bike that you could not otherwise, by titling it first in another state and transferring that title into your current resident state. New Jersey, for example, will not issue you a title for your dirt bike. You can, however, register and/or title a bike in Vermont, which will register motorcycles anywhere (call 802-828-2000), and then you can use this registration to apply for a New Jersey title. States in which we have experienced difficulty navigating around this bureaucratic road block include Iowa, Wisconsin, Washington, Florida and Alaska. Nearly all the rest of the states including California and New York (a few states we have no experience or paperwork for), will allow conversions under the reconstructed vehicle process.

Once you have a title, however, you are not home free. You must have the vehicle inspected for compliance with state vehicle codes before a

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license will be issued for the vehicle. This inspection is done by various licensed agencies in your state; sometimes its an official inspection station, sometimes a garage, in some states the inspections are done by motorcycle dealers.

Equipment requirements vary from state to state and are delineated in the states vehicle code. Every state requires the federal minimum equipment: a headlight with a high/low beam, and indicator light visible to the operator to show when high beam is on, a horn, a battery powered taillight and brake light which must operate for 15 minutes on battery power alone (some states are very lax on the previous requirement) and a rearview mirror (Alaska, Maryland, Oklahoma, Washington and Nevada require left and right side mirrors).

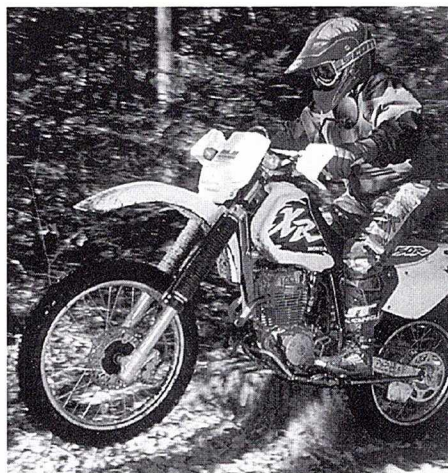
Our records show that Delaware, Nevada, New Hampshire, California, Kansas, Oregon and New York require turnsignals.

Speedometers are required in the District of Columbia, Mississippi, New York, Oklahoma, Rhode Island, Iowa, Maryland, New Hampshire, North Dakota, Pennsylvania, and Wisconsin. Utah has an odometer requirement only. States not mentioned have no speedometer or odometer requirements.

Most standard dirt bikes meet the varying state requirements for brakes, handlebar height, and other features. Check the vehicle code for your state regarding its individual peculiarities. Tires and lights should have some indication that they are DOT approved.

By supplying the required lighting equipment, Baja Designs gives you a clean and reliable way of meeting the state standards without adding a lot of heft to the bike. Depending on your state, additional equipment such as tires and a speedo may be required, but they can be added easily.

But will my bike be truly legal? What about steel gas tanks, emissions equipment, mufflers, neutral indicator lights, side reflectors, etc.? These are common questions. Under federal law, motorcycles manufactured for sale in the United States for use on the street have to meet certain safety, equipment and emission standards. Manufacturers must meet these regulations to be able to have their dealers sell them for street use. As a private party, however, you do not have to meet federal standards when converting your off-road motorcycle for street use. It is your responsibility to meet the state vehicle code standards dictated by the highway patrol and the department of motor vehicles for the state in which you are licensing it. Most state vehicle codes have no requirements for such things as steel gas tanks or emissions equipment for motorcycles. Mufflers must be of reasonable sound output, and the vehicle has to conform to certain lighting and equipment standards, but that's it. Under current laws, you are perfectly legal.



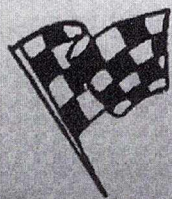
With an aggressive rider aboard the XR will need suspension work, but it still responds well.

trouble of making your own wiring harness and planning out where everything went, how to wire it, and how to actually make it all work, you'd be spending a fortune in brain power and money by the time you were done.

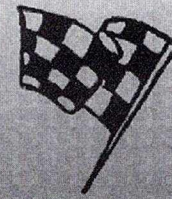
And, there's a number of things in the kit that you probably don't even know about. For example, the heart of the electrical system is a thing called a rectifier, in BD's case it's also combined with a voltage regulator. The rectifier

changes the AC voltage of your bike's alternator into DC voltage. Did you know that you have to have DC voltage to run a turn signal flasher and a horn? Also, you can't charge a battery, which is a DC device, with AC power. It doesn't work. The voltage regulator keeps the rectified voltage down to the proper level, so that the lights don't burn out and the battery doesn't over charge. So if you were building your own kit you'd have to find a rectifier that worked, and a voltage regulator, and figure out how to wire them all in yourself. On the kit, it's just a matter of plugging in wires.

In addition, the standard kit comes with a battery, since most states require some sort of battery in the system to make the lights work when the engine is off. BD uses a nine-ounce NiCad battery, so weight is not a problem and you don't have battery acid dripping all over everything. There are also DOT approved turn signals that will install in the proper spots and with the legal spacing required in most states (those flush-mount turn signals you've seen aren't DOT legal). Both the headlight and taillight are DOT approved, and they represent a lot of the cost of the kit, since the headlight is an Acerbis HP quartz halogen unit that is super bright and very high quality. There is also a left-side handlebar multi-switch, to work headlight, horn and turn signals, a rocker-



Congratulations DMS Racers on Another Successful ECEA Season!



Craig Cossaboon	5th AA	Kevin Kuenzner	7th A Vet
Marc Grossman	6th AA	John Niefert	7th A 4stk
Ellis Tomlin	1st A125	Pete Parlett	10th A SSr.
Dean Spencer	3rd A125	Todd Lockard	1st B200
Greg Davies	4th A125	Eric Corbin	4th B200
Jeff Moyer	4th A200	Scott Gribble	5th B250
Ed Hamilton	5th A200, 10th A250	Jerry Dilks	5th B250
John Roeske	5th A Vet	Kevin Schuler	4th A250 (H.S.)
Stew Crouch	6th A Vet		

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style ignition/power switch with a built-in high beam indicator, and one or two brake light switches, depending on what your state requires. My kit came with only a rear brake light switch, because BD wasn't sure if a front brake light switch was required in Massachusetts, which it is. A quick phone call got the parts on the way. It may be helpful if you know exactly what your state requires when you sit down to order the kit, just to make sure you get what you need.

Installation was a simple matter of removing the seat and tank, as well as the stock headlight and taillight, and then opening up the instruction manual and getting to work. You're not going to be able to do this in a couple of hours, unless you want to do a real sloppy job of it. I spent a whole day off carefully running the wires and mounting the parts, and finished the job late in the afternoon. If you only have a couple of hours to spend at a time, you'd best schedule at least three or four days working at it. It's not that any one thing in the kit is difficult to do, but you're learning as you go along, and it's just going to take time. The best part is the instructions. Baja Designs leaves nothing to chance, and tells you where to run the wiring harness, which wires to connect, what effect all this will have on your bike and where to mount all the parts. It is the most amazing set of instructions I've ever followed, and made installation simple. When I was done everything worked as described, and the bike was now fully legal and ready for inspection.

The kit cost me \$442, including the front brake light switch. In addition, I bought a cool pivoting mirror BD sells (\$20), along with a special mirror mount for the handlebars (\$15).

Massachusetts doesn't require a speedometer, but I wanted to put one on the bike anyhow, so Cathy could know how fast she was going on the street. For this I used an OEM Honda unit that came on the '84 XRs, that has a resettable trip meter and an analog speedometer. I got it through the dealership, but Baja Designs also sells it in the catalog for \$144 (nothing you can do, speedometers are expensive!).

Finally, if you're still not convinced that the Baja kit is worth the money, I have to admit I was skeptical as well. But, being a mechanic with years of experience on European bikes, as well as Hondas, I have to say that the Baja Designs wiring harness is better quality and makes more electrical sense than many stock dual sport bikes I've worked on. You can tell that BD spent a lot of time working out their kits to be the simplest, lightest, most electrically-logical way to get the job done, and as a mechanic I can respect that. To someone who works on bikes all the time, a BD kit is worth it; if you haven't done this sort of thing before, the kit is an absolute bargain.

So what do we have? In the end, we finished with a street legal XR250; a great trail bike for a beginner, and also able to be used for a commuter rig or casual around-town transportation without hassles from the law. I'd do it again in a minute, and recommend this XR/Baja Designs combination to anyone seriously considering a dual sport ride this year. Where to get it: Contact Baja Designs at 11588 Sorrento Valley Road, Suite 19, San Diego CA 92121; phone (619)792-0213, e-mail bajades@bajadesigns.com. □

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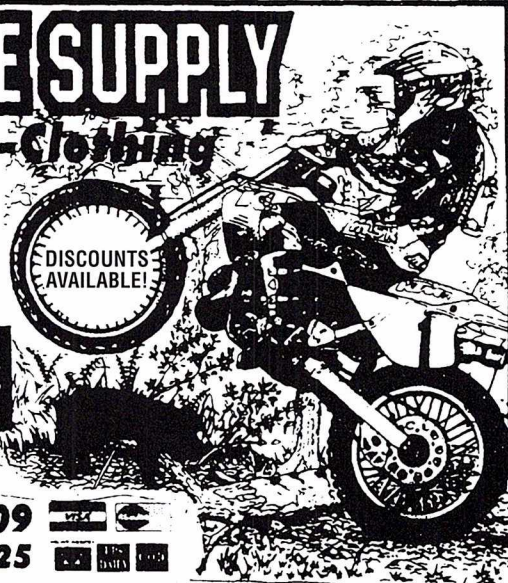


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Prototype Yamaha

Will '97 finally be the year of the serious four-stroke?

Last year the California Air Resources Board (CARB) reminded everyone that they planned to ban the green sticker registration status of two-cycle off-road motorcycles, starting this year. We weren't surprised, since CARB has been working on drafting this regulation for at least the last ten years. We were a little surprised at the violent reaction of a large part of the motorcycle community—hadn't they been listening to CARB and all the anti-pollution hacks all these years? Well, that's a subject for another story. Right now, on this page we have a quick look at what the motorcycle business might be making available for sale if two-strokes are really relegated to the pages of history.

What you see here is the Yamaha OWH2, or what is sometimes referred to as the YZM400F. This is a one-off, experimental motocross machine that Yamaha plans to contest the AMA 250 National MX and Supercross races with (they can do that because a new AMA "one-off" rules allows manufacturers to enter prototype four-strokes of up to 540cc in the 250cc races). It is genuinely hand-made—all that exists is

rest above it is cylinder head—so you can see that it is an extremely short-stroke engine design, meaning that it must rev to the moon. Since Yamaha is trying to make this bike competitive with the best 250cc two-stroke racers, high revs would definitely be a plus. Yamaha did tell us that this current engine is a five valve design, with two exhaust valves and three intakes. That's a Keihin road race carburetor feeding fuel into it, and the silver button towards the front of it on the left side is probably a

hot-start button. The bike is covered with hand-made bits and pieces, including the aluminum fuel tank, that beautiful pipe—with the carbon fiber/Kevlar composite muffler—and according to our source the entire frame is hand made, although only the subframe is titanium.

If the OWH2 was suddenly rolled under your nose, you'd likely not notice it. "When we rolled it down the hall here, nobody even looked twice," said our Yamaha contact. "It looks so much like a YZ, we have to ask people to look again in order to get them to notice it." We'd doubt you'd get the same reaction if you fired it up, though!

The first official east coast race for this bike will be the Gainesville MX on March 2, and it will be piloted this year by Doug Henry. Actually, the OWH2 was a source of real friction during Doug's contract negotiations, since he was not pleased with the prospect of giving up the MX nationals championship to spend a season developing a new machine. How competitive do you think a thumper can be in a U.S. race?



Henry will find out this year. According to the latest reports, once Doug got a chance to ride the bike he was very pleased with it. "It's an unusual bike, for me," said Doug, "but I think it's going to be fun to get out there and race it. When I tested it, it felt kind of light, but four-strokes are different machines. It has that four-stroke feel to it, but it goes just as fast, once you're used to it, and the bike handles really well. It really goes good, and I'm excited about it." Just in case you don't follow motocross closely, Doug is a resident of Oxford, Connecticut, which makes him a neighbor of a lot of you readers. Maybe you'll see him at the Thomaston Dam hare scrambles again this year...on a thumper!

Still, it's not the racing we're interested in, it's the machine. Yamaha came up with a set of fun four-strokes way back in the early '80s, the TT350 and TT250, but since then haven't done a thing to bring them up to modern code. They desperately need a good line of four-stroke machines to compete with Honda's XRs, Kawasaki's KLX, and the emerging thumpers from Europe, including the Husaberg, KTM, and Husky/Ducati machines. In the "trickle-down" path of most motorcycle technology, having Doug Henry ride this bike on the MX tracks is only going to make things more fun for us in the future. We only had two questions to put to Yamaha, after we saw the photos: When do we get to ride it?, and when are we going to see one with a headlight on it?

They said they'd get back to us.... □



this one bike and a truck load of expensive experimental parts to maintain it. We were told by our contacts at Yamaha that the specifications are somewhat secret and constantly changing, so they couldn't tell us exactly what the YZM was made of. "Right now, it's a 400cc four-speed that our dyno claims can produce 50 horsepower, but that won't remain the same," we were told. "Next week it might be a 350, or a 360, or 380, or 500, it all depends on what the engineers are experimenting with at the time."

You can pick up a few details studying the picture, though. Obviously, the engine cases are all CNC machined, and they certainly are handsome. The lightest-colored band on the engine is the cylinder—all the

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ADVANCED TIMEKEEPING

This is where enduros turn into the “thinking person’s game”

by Paul Clipper

When we left you last month, you were riding an enduro with a basic roll chart, a clock and an odometer. You know how to make a roll chart (or how to buy a Jart Chart), and you know that the object is to match the roll chart to your odometer and clock. Knowing that a little bit of knowledge is a dangerous thing, you’ve probably already realized that there’s a lot more to it than this. Certainly, if it wasn’t the dead of winter and you’d had a chance to actually ride an enduro after our little lesson last month, you’d still feel in the dark about a lot of things. This month we’ll get into all those things, hopefully, and open up the darker corners of the art of timekeeping.

Check-Ins, Check-Outs

You’ve heard enduro riders talk about going through the “check-in,” or losing points at the “check-out.” If you’re new to this game, two questions are going to come up when you hear such things. First is, “What are they talking about?”

Basically, a check-in is a checkpoint along the course that “checks you into” a tough section; a section where the club expects you to lose points. If you’re riding well, on top of your game, and nothing has gone wrong yet during the run, you’ll be riding on time at some point right after you leave the start. All four of the riders on your minute will be bunched up together, at least somewhat, and you’ll be riding along at something short of a racing pace. If the guy leading your minute knows what he’s doing, he’ll be constantly checking his mileage and time, and varying his speed by the minute to keep his roll chart matched to his instruments. If you watch your instruments, you may notice that he’s riding exactly according to the numbers on his roll chart—what we call “staying on top of his minute,” or riding exactly on time—or even riding early by a few seconds. He will appear agitated and be nervously looking ahead every time he can see a distance in front of him, and if you ask he’ll say he’s looking for the “check-in.”

Through experience, he knows there will be a check coming up, and that check will take your time going into the first “section” of the enduro, where the club will try to take points. He’s done his math up to this point. The starting line at the enduro was also a check, but it is known as a “start control” or possibly a “known control,” and in an AMA enduro he knows there couldn’t be a check for three miles. So you have ridden the first three miles of the run, and he’s looking for the next check, which, at the 24 mph our sample enduro calls for in that section, could be located on any minute, spaced every four tenths of a mile on the course, at least until the next speed change. Your roll

chart is written out as four tenths of a mile every minute; what he’s looking for is the next point on the roll chart where the numbers line up, and he knows there can be a check there. He’s looking for the next “possible” check.

When the check-in finally comes up, your lead rider will rush into the check right on



Your basic checkpoint. Bet most NETRA riders know this event.

the top of his minute—maybe just a few seconds past what your roll chart says is right on time, to make sure he doesn’t come into the check early—and as soon as his card is marked he will be gone. You should do the same. You’ve just been “checked-into” a section, and anything can happen. Watch your timekeeping gear, and if you start falling behind while the terrain keeps getting tougher, well, now’s the time to forget about timekeeping and go as hard and as fast as you can. When you finally come to the next check it will most likely be a “check-out,” meaning that the club now checks you out of the tough section. A check-out might be followed by a reset, or by easy riding, to allow you to get back on time before the next check-in.

Right now, let’s assume that the next check is a check-out. In reality, it doesn’t have to be. It could be one in a series of “back-to-back” checks figured into the course to take away massive amounts of points. When the checks are back to back, there’s no way to get back on time. This is very damaging to the scorecard and the soul, and the club knows this!

Anyhow, the way you stay abreast of this check-in, check-out thing is to read the rules, just like we said last month, and know where it’s legal for the checks to be. AMA rules are easy. Checks can’t be any

closer than three miles. So when you’re three miles out from the start control the next “possible” check location is just that, the next place a check can be; which at 24 mph is 3.2 miles or eight minutes into the ride. Because of the rule, when you go through the check-in you know for sure that the section is going to be at least three miles long—by the roll chart—because the next check can’t be any closer than three miles. So for 2.9 miles you have nothing to lose by going as fast as you can; and, if you feel like you might be staying at the current average speed or even exceeding it, you should pause and check your instruments 2.9 miles out from that check-in and confirm whether you’re late or early before you go waiting into the possible check location.

As an aside, let me add here that under New England’s “Brand-X” rules (formally known as New England Interval Rules) there is no three-mile rule. Checks can be located anywhere on the course on a whole minute and a whole tenth, but no farther than 40 miles apart. We’ll get into Brand-X techniques later.

Riding Possibles

The other term you hear bandied about is “riding possibles.” This is a technique advanced riders use that only works if you have the ability to ride faster than the prescribed average speed in any section. The way you “ride possibles” is to go as fast as you can in-between the possible check locations, so that every time you approach a possible you’re riding way early, and you slow down and very carefully approach the possible check location. You can imagine that this would be a very nervous and jerky thing to do at 24 mph, or 18 mph, which translate to .4 per minute and .3 per minute, respectively. However, if the club hands you an oddball section average like 21 mph (.7 every two minutes) or 16 mph (.8 every three), riding possibles is a very effective technique, and it adds a lot of fun to the day’s riding. Rather than poking along worrying about a possible every minute, you can ride like a knucklehead for two and a half minutes and then slow down, concentrate on your timekeeping, and carefully ease your way into the possible check location. If there’s a check there, you can hit it on the top of your minute and blast into the next section; if there is no check, you still blast off and ride hard towards the next possible.

Now, most riders, even good riders, will take a speed like 24 mph and cruise along at a pace that allows them to hit each possible at the top of their minute without varying speed too much along the way (this is assuming that the terrain is open enough to allow you to keep up at 24 mph). The trouble is, whenever you keep up a steady pace like this it’s pretty easy to let your mind wander—especially if you’re not leading the

minute—and the chances are you'll forget completely about what you're supposed to be attending to—like what the mileage is, what the mileage of the next possible is, what minute you're in. As soon as these three necessary numbers leave your brain you are trail riding, you are not enduro riding. If something tricky comes up, like a short difficult section, or a speed change you forget to pay attention to, or a mileage marker that disagrees with your odometer, you are going to be sleeping.

Instead, you'll see a really sharp, winning enduro rider vary his speed tremendously even at 24 mph. He'll creep into the possibilities, and then floor it hard between them; he'll be riding possibilities. Doing this forces you to concentrate on your mileage, the time, and where you are in the enduro, and it's a very worthwhile skill to develop.

Types of Checkpoints

This kind of information is in the rules, but we'll go over it briefly here.

Secret checks: Normal checkpoint, could be at any legal point in the ride. If you're early you lose two points for the first minute and five points for each additional minute, and if you're late you lose one point per minute.

Emergency or Tiebreaker checks: Same basic scoring and rules as the secret check, but at a tiebreaker check you are scored to the second. The perfect arrival time at a checkpoint is 30 seconds into the minute you are supposed to arrive. So if your roll chart says "4.4 at :11" your perfect arrival time to a tiebreaker check at that location would be 11 minutes and 30 seconds; which we will write as 11:30 (remember, there's no such thing as hours). You lose emergency points, or tiebreaker points, for however many seconds you miss 11:30 by. Say, if you arrive at 11:45 you lose 15 tiebreaker points; you'd lose the same amount of points if you arrived at 11:15. It gets confusing if you're much later, because now you're accumulating seconds in addition to and separate from your regular points. For example, if you arrive at 12:15 you lose one point for being a minute late (you're "into your second minute") plus 45 tiebreaker points (counted from 11:30). Get it?

Known control: A known control is always identified as such on the route sheet. You know where it is in advance. You'll lose one point for each minute late, but you are allowed to arrive up to 15 minutes early without penalty, five minutes early under Brand-X rules. You are also penalized two points for each minute for an early departure from a known control, although most clubs only use known controls for the finish or the finish of a loop. You must be careful with known controls. Occasionally a club will set up the finish of their run with a known control, and through resets and speed average make it so you can easily arrive more than 15 minutes early without thinking about it. Do the math! There's always an element of machismo in arriving way early at a known control—out west it was a point of pride to see how hot you could be at the finish—but you look real stupid if you ride well for a whole enduro and then disqualify yourself by burning a known control. Also, know in advance that "15 minutes early" technically means 15 minutes plus 59 seconds, per AMA rules, but very few club members really understand this. To be safe, always arrive



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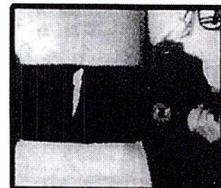
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something less than 15 minutes early at a "known," if you have the ability.

Observation check: An untimed check that could be anywhere on the course, where the crew marks your card to prove you've actually been there. Your time is not taken at an "OB" check, so you can be early or late without shame.

As you can imagine, it's to your advantage to know the difference between the above checks, and the clubs make it easy for you. Secret check locations are marked by a pair of red and white flags delineating the actual line you must cross to be scored. Emergency checks use green and white flags, known controls use yellow flags, and observation checks use white flags.

What To Do During Your Stay

There is a lot to see and do in a check-point, when it pops up in front of you. Here's what you should do when you see a check, coming up on the course. For the sake of argument, we're assuming this is a check-in, and you're either on time or early when you see it. If it's a check-out, chances are you're late, and in that case the only steps you'll need to follow here is what to do once you're already past the flags.

First, you look at the flags. If it's an observation check, just blow on into it and get on with your life. If it's a known control make sure you're not earlier than 15 minutes (five minutes for Brand-X), and head on in. If it's a secret or emergency check, you've got a lot to do.

First, how early are you? Look at your clock and figure out where you are. If you're early by a few seconds you're going to have to scrub off time before you pass the flags.

Now, according to AMA rules you can't cease forward motion, but you can drag your feet; but most checkpoint crews will score you a "burn" as soon as you put a foot down. Don't ask me why; mostly they're just over-anxious. Just know that if you put your foot down someone will holler "Ah-ha!" and score you right there.

Are you already into your minute? If it's a secret check, then run on in and get scored as quickly as you can. You want to have as much of your minute left as possible after being "checked-in" to the next section. If it's an emergency check you have more to consider. If you go into the check on the top of your minute, you're going to collect emergency points, maybe as many as 25 or 30 of them. Whether you can afford those points on top of what you already have in regular points depends on how easy the run is and how good of a rider you are. Remember that emergency points are just used to break ties—if another person in your class scores exactly the same as you, the emergency points total will determine who finishes

Common Speed Averages		
MPH	Miles per	Minutes
6	.1	1
7	.7	6
8	.4	3
9	.3	2
10	.5	3
11	1.1	6
12	.2	1
13	1.3	6
14	.7	3
15	.5	2
16	.8	3
17	1.7	6
18	.3	1
19	1.9	6
20	1.0	3
21	.7	2
22	1.1	3
23	2.3	6
24	.4	1
25	2.5	6
26	1.3	3
27	.9	2
28	1.4	3
29	2.9	6
30	.5	1

ahead. If it's a real easy run, possibly everyone will be very close on regular points and your emergency points total will have a large effect on your final placing.

However, if you know you're being checked into a tough section and you have little confidence in your ability to really do well coming out the other side, then you should rush in and get your card marked and get going. The seconds you save going in may be enough to net you another whole point at the check-out, and remember that whole points are what matter the most. The more experience you get in enduros, and the better you start doing, the more emergency points will factor into your riding.

Once you're into the check things will happen quickly, but you absolutely should make sure you do a few things before you get out of there. First, someone will jump out to mark your card, which should be taped or carried in a holder on your front fender. You should watch what number that person writes on your card and make sure it matches what's on the flip cards. The flip cards should correspond to key time, and if you're doing everything right they should agree with your

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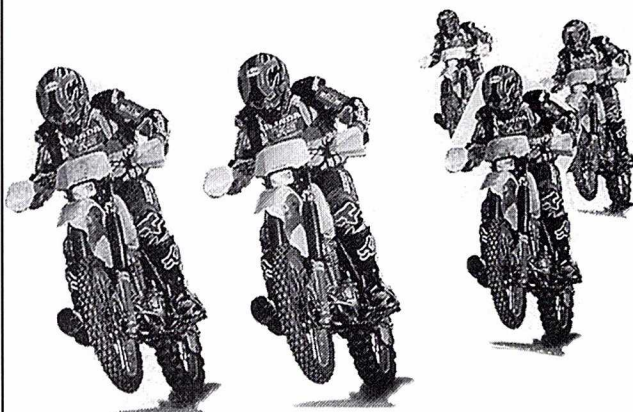
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clock. While the checker is marking your card, it pays to look over your shoulder and see if someone is sitting on a lawn chair with a clipboard. This person is maintaining a backup sheet of all the scores, and you want to make sure they got your riding number, so you can shout over to this person whatever your rider number is, like "25A."

The next thing to do, and most important, is to look for a card, like a little sign, that gives all the specifics for the check. It will have the key time, the mileage, the check number, and maybe some more information. What you want from this card is the check mileage, and before you move forward you should reset your odometer to this mileage, and make sure you get it right. If it's an AMA enduro, you now know by the rules that you have three miles in front of you where there can't be a check, so roll your roll chart up to the first possible three miles past your present mileage, and note that mileage. Maybe your instruction for the possible might read "8.8 at :22;" so you memorize that and take off. Until you get to a point just before that next possible you don't have to think, so remember that number and take off.

Remember the rules, though! In New England's Brand-X rules, you're now on time and there's no three miles of free riding in front of you. For Brand-X, there's another step in the check. You have to note the number the checker writes on your score card, and then figure the difference between this number and your starting number. If you started on 25A and the girl just wrote "27" on your card, your new number is 27. What this means is that you now have to add two to every one of the time

notations on your roll chart. Yes, it gets complicated, since your number may change at every checkpoint. Some guys actually carry a marker pen or grease pencil with them to note the new number down on a piece of paper taped to the bars or the tank, or even just to the tank itself. Whatever works.

Still More To Come

Okay. So now we know what checkpoints are, we know some of the finer touches of

timekeeping. We know how to make a roll chart and how to rely on our instruments. Unfortunately, there's a ton more to learn, but very little space left here. We have to cover resets, free territory, and a lot of other little things that you'll need to know before you turn pro. Tune in next month for "More Advanced Timekeeping," and in the mean time remember to keep your roll chart tight. □

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A Sound Beating♦♦♦

From Puget Sound to Chesapeake Sound, or Bay, or whatever you call it,
in search of national points and higher enlightenment

by Charlie Williams,
Illustrations by the author

Indianapolis IN, New Years Day

Now, as I look back through my meticulous notes, the scrawl, "Hell Trip" sums it up. You see, I got it in my head that if I went to the last two national enduros, I could win the Vet A class. Mathematically it was feasible, financially it was shoe string. Physically and emotionally it was "Hell Trip." It started with a five hour hop to Lansing Cycle where Alan Randt had been working on my KTM engine. The shaft that holds on the front sprocket was ruined.

"Not common and not cheap," Alan said.

According to my notes he asked several questions:

"Do you ever change your oil? Why does it smell like scalded urine? You will be paying cash this time, won't you Charlie? (twice) How much longer will you be here? (Nine times)."

Alan was totally professional in his work. This heavy duty motor job was completed in less than a week, then he was kind enough to let me put my bike back together in his shop before leaving for Washington state. Thinking back, it probably wasn't compassion that he felt when he let me use his shop. Rather, it had to be entertaining for him to watch me reassemble my basket case.

"Please remember to wipe up the blood, Charlie." (three times)

"Yeah, sure man, but like I was tellin ya, if I go to Washington and do okay, I can go to Delaware with a few points lead, then if I could do pretty good there, maybe, just maybe I could win the Vet A class."

"So? How much longer you gonna be here?"

I used the cover of darkness to slip back out of Michigan. You see I'm wanted there. Wanted to leave. I went north across the big bridge and turned the Mooch van west towards Bellingham, Washington. Hour after hour, truck stop after truck stop, Monkey and I made our way west. Wisconsin, Minnesota, North Dakota, Montana. "They got big long roads out there..." Chris Rea sings on that excellent Road To Hell 8-track.

We hit Glacier National Park around noon, October 7. In the valleys trees were still green, but as elevation climbed to 10,000 feet old man winter was already freezing the green out of them. First orange and red, then higher yellow and brown, then higher up bare branches thinned out to where no trees at all grew, a good example of how thin our atmosphere really is. My premature balding bothers me less here. West out of the park, then north to Whitefish for a late lunch. Everything is going good, I've been pretty lucky in all my road trips, rarely ever had to be towed in and the only fire was on the way to Tulsa for the Six Day. Looking back, a fire was only appropriate, and yes, it too smelled like scalded urine.

Settling back in the milk crate and plywood custom seat I'd



End of the line. Monkey abandons the old Mooch van, dead in a puddle of its own excreta. What to do? Buy a new one and keep driving!

built for the Mooch van, Monkey and I moved on, and then, the noise. I recognized it, it went like: "Helltriphelltriphelltrip!!!"

I nonchalantly pulled over and looked under the hood. First off the motor sat about four inches off center, the belts were all off their pulleys and had ripped all the wiring loose in their mad dance. Oil and anti-freeze drooled out of the bottom, and the key made a noise like you do when you wipe wet dog shit off new carpet. Since I look like a local everywhere I go, the first car by picked me up and gave me a ride back to the Ford dealer. Once the Mooch van is towed back we start negotiations. They want more money than I have to fix the old truck, they want more money than I have for a used truck, in fact they want more money than I have to rent a truck to haul all my stuff back home.

The cagey salesman hints at a new truck, with "financing". Optionless, I nodded yes. Once my credit check was approved by the man upstairs, the salesman became very helpful; and soon I was back on the road in a brand-new 1997 Ford van. Only one hitch, now I have to get a job to pay for it. Before, I could scrape along on a writer's salary. Matt Stavish offered the advice: "Couldn't you get home, sell the truck and only loose a couple of thousand dollars? Then you only have to work for a little while!"

This sounded even better when I was laying down \$1,700 for license plates.

We got to the starting area of the Mt. Baker Enduro, Saturday at noon, 10 miles down a muddy gravel road. Then, as soon as we got there, the dog (Monkey) rolled around in something dead and rotten and smelled like hell. Sign up didn't open until 6 p.m., so Monkey and I sat in the new truck, in the rain, both shedding hair and smelling bad. At 5:30 it got dark and a line of riders formed at the derelict camper door/club house, waiting for the magic hour of 6:00 when they would open up and pass out the route sheets so we could program our enduro computers. I gave them another handful of money, signed my name a couple of times and took a wet wad of papers, down the hill, back to the truck. No route sheet. Back up the muddy hill, back in line, and then the lady doesn't know what a "free" route sheet is.

"You can buy a Jart Chart, sir."

"Yea but they're five bucks!"

"Which one do you want?"

"Hell I don't know, how 'bout the one for tomorrow's race!"

"Well sir, look on the bulletin board over there and pick one out."

Slosh slosh slosh. "Hey lady! It's pitch friggin' dark over here in the rain, and the ink is running all over my shoes!" In an attempt to diffuse the situation Ty Davis politely mentioned



Everybody said it wouldn't be muddy in Delaware this year.

he used number 13.

I walked back up to the lady and told her "I want 13."

She said it would be \$65 dollars. I gave her the money and she handed me 13 roll charts. I'll be up all night trying to get 13 roll chart holders all on my handlebars. I was up late, trying to program those stupid enduro computers. Under ideal conditions I have a hard time, but in Washington they waited until after dark to pass out the needed information. By this time it had started pouring rain and the wind picked up. I programmed my computer by candle light, wax dripped all over the face of my Moose computer, two roll charts were partially burnt. I called my girl friend to ask her the word describing this absurdity, programing a computer by candle light.



"Stupid." was her reply, then she listed off three alternative light sources. "No hon, I know it's stupid. What I'm looking for in your Mensa-qualified brain membrane is the word describing this kind of paradox for my article." Computer, candlelight.

"I'll give you the word! The word is stupid! What kind of international journalist national enduro wannabe waits 'til the last minute to do such important work? Stupid! That's who!" I start to explain but it goes down hill. I know she thinks I've got the same computers the tornado chasers use. I don't dare tell her mine is red plastic with two buttons and its name is Moose.

Riders meeting! Riders meeting! I'm going, I need to find out if it's true my class rides the short course.

"Yes Sir, just like your route sheet said, the Vet A rides the short 80 mile course."

I start bitching again. "I drove 2500 miles to get here and now you tell me I only get to ride 80 miles?"

The same lady from sign up is in my face twisting her head back and forth telling me "You don't want to ride the long course!" I roughly grabbed the woman by the face and threw her in the mud.

At first things were going fine. The trail was easy, sweeping through big trees with perfect traction. 80 miles of this and I would be ready for more, and I was doing well until we hit the 4 mph section. My girl scrutinizing my score card: "4 mph, and you dropped 37 minutes behind schedule?"

"Well the trail got really tough and there



were a bunch of guys stuck, then my bike got hot and I had to pee on it."

"You're in a race where the speed limit is 4 mph, you can't keep up at even 4 mph so you pee on your bike?"

"Yeah." I know she thinks I'm racing in the Seattle King Dome. She can't picture 25 bikes stuck on a quarter-mile long stretch of trail running up a ridge of stair-stepped leg-sized roots on the now very rugged Mt. Baker. All of the bikes are overheating, all of the riders are draped over their seats trying to catch their breath before pushing up over the next root. When I did crest the hill my bike steamed so bad I had to empty the contents of my water bottle and my bladder into the powdery dry radiator. This is why all my stuff smells like pee.

Silver dollar-sized snow flakes are falling with the rain now, too. Just because I don't mention it every line don't think the rain has let up one bit. It has rained steady since yesterday and I am cold and soaking wet. If you really want to share this miserable experience with me, slip your hand down between your legs and let your hand rest in the cold muddy water of your toilet while you finish this article.

"Didn't you have on that expensive Gore-tex jacket you just had to have!"

"Yes dear."

I rode up to a group of people all dressed in their yellow slickers. It was a checkpoint. I asked if this was the end of the race, since we are back at the pits.

No one knew for sure. I asked the mileage, but no one knew for sure. One of the more astute rubber-skinned men asked to see my route sheet. I'd been waiting for this to happen so I reached into my coat pocket and pulled out 6 or 8 roll charts just wadded up with the consistency of paper mache.

"Oh you're that guy. Where are you from?"

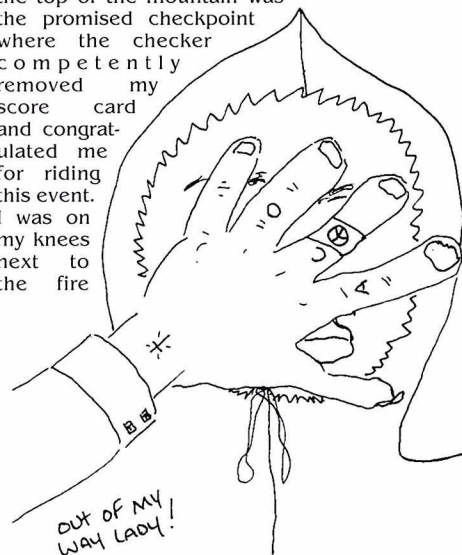
"What difference does it make where I'm

from? Is this the end of the race or not?"

"Well if you are a local, the race ends here, but if you're a big-time national guy, the end is back at the top of the mountain."

I look up at Mt. Baker and it is covered with a thick fog of rain and snow. Big time national guy, I mutters to myself as I pulled in the clutch and gave the bike 7 strong kicks before it finally vibrated back to life. I tickled my computer buttons, though neither one worked at the time, the ICO had its wires ripped off along with my headlight and the Moose had so much water in it it looked like the wave machine in the Sharper Image catalog.

Actually this last section was pretty easy and I shouldn't have lost any points, except I was so cold I couldn't go fast on the roads. Then at the top of the mountain was the promised checkpoint where the checker competently removed my score card and congratulated me for riding this event. I was on my knees next to the fire



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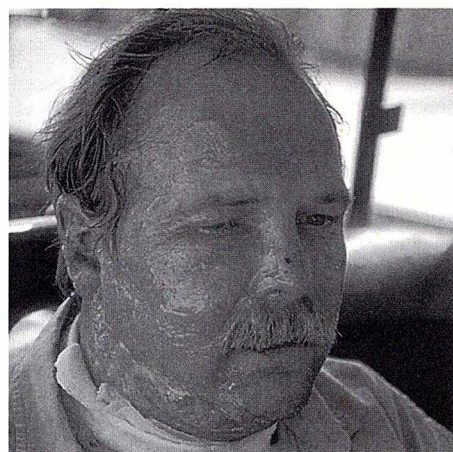
for a long time. Steam poured off me but I was still freezing. I would probably still be there except the check point closed. They stomped the fire out and left me alone in the woods. Last thing they said was I wouldn't be cold when I rode down this part of the mountain. "A bunch of switchbacks." They turned the corner and I was alone.

Everything I have ever experienced pales to this last few miles of trail. It was like riding through the digestive tract of a 4,000 foot tall monster. Back and forth across the side of the mountain, each switch back would make an observed trials section, and the side hill paths were narrow and treacherous. You could look down and see the next five straights. It might be 30 minutes before I could get there though. Hawkins must have been jumping his bike down these steep turns to drop a few points as he did in this section. The trees were huge old growth pines with roots bigger than any tree in New Jersey, they blocked out nearly all

light and their dark brown color absorbed any light left. A wizened cattle baroness friend of mine described it as "Dark as the inside of a cow!"

These trees had chunks of bark as big as the motorcycle seat, really! Moss grew on everything. It was growing on me and made it challenging to get back up after falling down, and I fell plenty, each time a little more moss clung to me until I looked like that guy in the Stephen King movie. Completely covered by moss, legs just barely twitching.

Lucky for me another bike came along and we crutched our way along, he would help me then I would help him. Is this where they came up with team crutch? I remembered the M&Ms in my pocket and offered my new friend one. I reached in my coat pocket but I was so wet the bag had dissolved and all the color had washed off leaving clean peanuts and a chocolate sludge mess, I wiped equal amounts on each of our wet gloves and were thankful for it.



To protect against the cold and rain in Washington I recommend a layer of Vaseline on all exposed skin. A half-inch thick seems to be about right.

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He didn't bat an eye at eating my pocket scrapings. We were going to be good friends.

For over an hour we worked our way back down the mountain, through horrendous trail, life threatening cold, truly brutal conditions, knowing full well this was all for nothing. They had kept my score card at the check at the top of the hill, that is where the race was officially over for me and many of the classes. Why did they tell us "not to ride the long course" but then make us ride the long course? If I have to work that hard I want to be dropping route points, I want a 300 point score card, not just an hour and a half ride back to the truck!?

Finally we emerged from the woods and back at the pits. First thing I started the truck and turned the heat on high, then climbed in the back, stripped off layers of muddy pee-smelling clothes, climbed in my sleeping bag, begged the stinking dog to lie down next to me and started the rehumanizing process. After a long while I was able to get up and put on every stitch of clothing I had brought, 6 pairs of underpants, 2 teddies and a bee costume. Should have brought the Mastodon suit.


Needless to say, I didn't win a trophy, wasn't even close. Three local riders in my class had ridden the long course and dropped less points than I did on the short course, but I was going to Delaware with a 5 point lead.









The sign up lady appears in my face one last time. She had her yellow rubber hood pulled tight around her face and tape on her glasses where I had broken them earlier. She said "See why Washington puts together such good Six Day riders?!" She is right, too. John Neilson is from around here, and the two super girls that finished the Tulsa Six Day were from Team Washington.

Delaware, a World Away







The drive east was uneventful. Day after day of sleeping a few hours on the muddy pee-stained floor of the once-new truck, then hours of hanging off the steering wheel. I did make a side trip through Yellowstone National Park (get out your map), went in the northwest gate and came out the northeast gate. The east gate was already closed by snow, and by the time I got to the NE gate snow had closed my most direct route back to the highway. I took Wyoming 296. On the map it shows it is gravel but, the other roads were closed. A back track the way I had come would have been hundreds of miles. Funny how being forced on to this road would lead me to one of the prettiest places I've ever seen.


From the top of Dead Indian Pass, you could look west up a long valley; nearest me, some three or four thousand feet below, the valley floor was wide and smooth with a stream winding along. The pickup trucks parked at the



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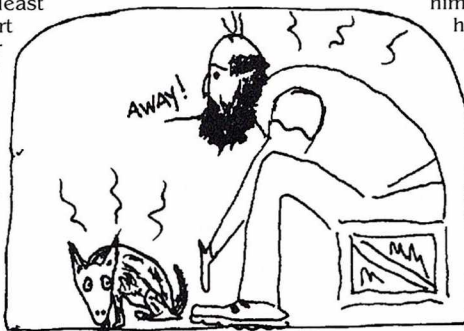
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bridge indicated at least enough fish to support three anglers. Further away, the valley became narrower and the banks steeper, until vision blurred its details and the snow capped Mt. Pilot at 11,200 feet closed off the head of this valley, some 30 miles away. Along with all the major geological features, there was green and golden grass, colorful fall leaves, red dirt, grey rocks and 10 shades of blue-gray sky. Then if I would shift my gaze to the northwest, another valley confluences at my feet. It was of completely different make up, desert mesa with a chasm jaggedly ripping through it's soft soil. It looked like a model railroad set. Then, if I would turn around and look east I could see one more mountain range to cross, then flat lands all the way to Pennsylvania.

Delaware is a different kind of enduro. The terrain is not nearly as challenging as Washington, so the club has to make up for it in other ways. Miles and miles of trail with only a couple of resets all day, speed changes galore all the way down to 1 mph. Texas had a 180 mph section, and now we are down to 1 mph. I love the enduro game, the simplicity of racing against the clock and the impossibility of actually beating it.

Delaware was the season final, the overall winner would be decided here. The cards were stacked in Randy Hawkins' favor, but Ty Davis is capable of winning anywhere, any time. Ty was really feeling the pressure and was a long way from home without a lot of friends to back



Smith took second and Davis took third and lost the championship by the narrowest margin. Davis said before the race, "I'll be a hero or a zero."

Now there was a lot of, say...controversy...during this race. See, Hawkins' bike did break down, but was hurriedly exchanged with Mark Hyde's bike on the trail. Yes, this is against the rules and way too many people were aware of the swap for it to be a wholehearted effort at winning by unethical means. How it played out is Hawkins, now on an illegal bike, led Rodney Smith through the rest of the race doing the time keeping for him. Smith had no instruments. Smith wound up second overall and Hawkins withdrew his score card from the event. Hatch won, and left Davis holding the bag, thinking, "Hell, the only guy I was racing broke down and I still can't win!" Poor Ty, he does deserve to win, he certainly rides fast enough. But man, you're in enduro country now, these guys play rough.

Now many people are crying foul, saying Suzuki took advantage. Yes, I agree it was foul and crooked, but if this had happened in the early eighties with the Swedish Husqvarna

him up. Randy on the other hand was on home turf, everyone there hoping he would win and bring the title back east where it belongs. Randy came prepared, too. He brought help: Steve Hatch, Rodney Smith, Mark Hyde; each capable of being a spoiler in the final results. As it turned out Hawkins needed help because he broke down. Hatch won,

team, no one would have thought twice about it. "That's how the Euros do it" But in today's politically correct atmosphere Suzuki is the bad guy. But really, do you think the men at upstairs Suzuki made this call? Do you think they had the foresight to send their top guys? I doubt it. These decisions would have been made by the riders, not some corporate pawn. Hawkins and Hyde both rode Huskys in the eighties and obviously learned from their predecessors.

But Charlie, aren't you masquerading as the Prince of fair play? Yes, I want everyone to play fair and obey the rules, but there is a fine line in cheating. Was this bike swap preconceived? No, it was spontaneous, a heat of the moment decision that may have been against the rules, but when Randy withdrew from the race, as far as I'm concerned that was the end of it. If Hawkins had pre-walked the course, marked short cut trails, used radio communications, sabotaged Ty's bike, my thoughts may be different. But this is how the big boys play this game and you had better have paid attention and learned something or you may be duped again. If Kawasaki wants to be upset with anyone it should be Ty for burning that check back in the Illinois National—that was the turning point of the season. Like I've said before, Ty is the fastest rider but Randy is the wiser enduro rider. Long live the king! Proving beyond a shadow of a doubt that corporate Suzuki would be unable to mastermind such a scheme, they refused to renew Randy Hawkins' contract for 1997!

Well if you call the Suzuki Race team hot line, besides the corporate runaround you would get: "Budget cuts, re-focusing, re-structuring, would you like us to send you a brochure and a complementary issue of Dirt Rider magazine?"

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we going to be affected by Suzuki's decision? Well we could cave in under the economic vacuum, or we could stick it in their face, right now. This very issue could be the turning point of the future of enduros forever.

What you do makes a difference and it's not like fighting the government for land use or rights or something. Promoting enduros is easy. Everyone knows a rider who is younger, faster, stronger, more confident and better financially equipped. Well, this is your mark. Casually mention you have been thinking about "Getting the old bike out and riding some enduros."

Stuff about six of those little white donuts in your mouth now. If you have the right guy he will say something about his high dollar bike and how you could never be competitive on your five year old KTM. "Yea, but it's just for fun, get out and see some of the old faces. Tartar still owes me \$65, maybe you'd like to go with me."

"You know I would, but hey, I don't have a computer."

Tell him that if he buys a sensor wire, new batteries and sends it in for repairs, he can borrow your compute. Explain that you don't need it, as slow as your bike is any more.

With any luck he will say okay. Oh are you in a magic place now, enduro mentor; you see, it is very hard for an outsider to crack open the



I don't know about you, but after all that time on the road, I just feel like getting dressed up and going someplace nice to relax.

enduro code book. Without Suzuki's presence at these major races a newcomer may get the feeling that if the factories are not interested why should he be. Lets go GNCC, that's where the money goes. But in my mind GNCC should be a stepping stone to the more challenging enduro. Once you have mastered the 10 mile loops of a GNCC course maybe you are up to a bigger challenge: Time keeping. This is where the game comes in, the equalizer for all ages. It's like if GNCC was a driving range, enduro would be the golf course. But I'm not trying to sell you on enduros now, I have to follow another story line which I think was about Randy Hawkins....

What will Randy do? I mean another factory will surely sign him, but then what? Does he continue with the enduros until he eclipses Bill Baird's record? I would like to see this; seems like it adds tradition. Will he go GNCCing with hopes of keeping Suzuki out of the winner's circle? I would like to see this too. Could he possibly do both? Yes he could, and that's what confounds me the most about Suzuki firing Randy. If Randy signed with KTM, that would be the best. I feel the Austrians are more like-minded with us Enduroans than the Japanese or Californians. Kawasaki could sign him and he and Ty could dominate the world. Yamaha, already supporting a formidable GNCC team, could broaden their off road team, and Honda could offer him

some XR600s.

"Hey wait! Mr. Hawkins come back!"

By the time you read this, that decision should have been made so I won't dwell on Randy any longer. I'll write about me.

I came to Delaware with a five point lead in my class. It was fun just being in the chase at the last race of the year, but the guy I was racing, Rick Ingold from Illinois, just plain out-rides me. He got second place to my sixth or seventh and won the championship. Since I failed to win my class this year, my sponsor, Tom Godby, has pulled his support for Team Mooch on the national level. No, this won't affect the final results much, but I won't be there to write these little stories. No big deal you think, you can still get the facts from Cycle News, but you won't get my added value. Sure it's just writing, but when I try to address bigger issues, like the future of our strange and obscure sport, the treatment one of our fellow riders, I hope you understand that this meandering means a hell of a lot more than a simple race report. A race report is history. I'm trying to get my weight forward and see further down the trail, anticipate what is next and make decisions now that will make a difference tomorrow.

The enduro life style needs a voice, and we here at Trail Rider are volunteering. Trail Rider is now the official enduro rider's magazine, and we want to see changes. But if I keep quiet and go with the flow, not step on anyone's toes, then I'm just cruising round and around, kinda GNCCing. But if I stick my neck out, point fingers, burn a few bridges, cause a ripple, maybe that ripple will become a wave, a wave big enough for all of us to catch and ride away in the sunset. Maybe I hope for too much. Maybe I overestimate the influence of our magazine, maybe enduros are doomed. Damn! Just when I finally found my niche. □

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Mike Lafferty

Is he ready for his third national enduro season?

Michael Lafferty was about to start his third racing season with KTM this past January, and we caught up to him in a diner in Hammonton, New Jersey for a quick conversation.

TR: What do you think about the national enduro series this year? What do you think is going to happen?

ML: Randy doesn't even have a bike yet (January 8). He doesn't even know what he's going to ride!

TR: The season's going to start, and if Randy is on a bike, he's going to be on bike he's only ridden a few minutes, relatively speaking....

ML: Exactly. He's going to hit the first race—and I mean he's been to them all, he has the upper hand; he's ridden Coalinga what, a dozen times?—but everybody's going to be doubting him because he has a new bike. And I think it's going to hurt him, because every time he's been there, he's been on a Suzuki. I think he's going to have a little trouble with that, but then that leaves it up to me, to where I finish. If I just lay back, if I don't just charge out right off the gate and get some points up...you know, and not even worry about him. By the time he comes around (on the new bike), he'll do good, he'll win Ohio, Delaware maybe, but I'll have enough points where it won't really matter.

TR: You think it's going to be a shaky start for him.

ML: Yeah. I mean he's, for his time, he's the best enduro rider, I think. By far. Compared to anybody, right now, in his time. But you take anybody like that...like what's going to happen with McGrath? You change bikes up, how much time can he have on the bike? It's the same deal. He just got back from Paris, where he was riding on a Honda, and the first Supercross is this weekend, and he couldn't have a month—he couldn't have three weeks on a new Suzuki. I don't think he's going to do for shit, but that's my opinion. What I want to see is what the press is going to say; like, "Lafferty Wins his First Race—Nobody Shows Up!" You know, Randy won't be there, Ty won't show up....

Waitress: More coffee?

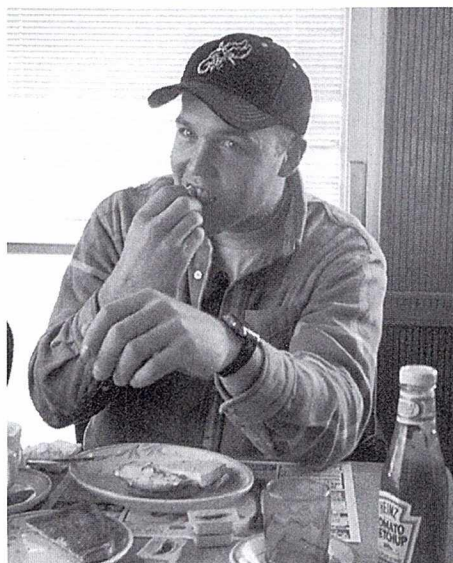
TR: We're fine.

ML: But then the AMA is going to look at it and go, "Hey, we got one kid doing the whole series. What's up with that?" And then maybe they'll do the same thing they did with the Qualifiers and make it an East and West thing, and then a final.

TR: It'll be interesting to see what happens. I think the whole series is changing. Right now, I guess there's even a chance that Randy won't even ride, because he can't get a bike together.

ML: Exactly.

TR: I heard that TY Davis isn't going to ride the series. He's probably going to ride the



(Coalinga) California run, the early runs, but I don't think he's going to do the whole season. So what does that leave? That leaves people like you, and who else? Matt Stavish? What it's doing to do is it's going to change the whole series from the old guard to a new group of guys like you and a bunch of other guys...George Waller, Matt, people like that. Anybody who can afford to do all the races is what it works out to.

ML: That really sucks.

TR: Why do you say that?

ML: Put yourself in that situation. Look at last year, and I got third. I got a couple second places, but I never really got to beat those guys. I could beat Randy, you know, I have confidence that I could beat Randy, but I didn't have confidence that I could beat them both. You know, one of them had to have a bad day—you know, I beat TY, he had an off day, he burnt a check, something like that. I was steady, you know, but I never had the opportunity to beat them both. Now, more or less, they're giving up, and not to say that it's going to be an open race, I'll have to try as hard as I did last year, but it's not going to be as challenging. You know, it's a national championship—a national championship!—and I don't have the drive because.... If Randy and Ty were going to be there it'd be like "Yeah! These guys are it! I gotta beat these guys!" The full mental preparation, the training and everything, is because I gotta beat these guys—like at home, I've got to beat Jack and Rich and Spence—I gotta beat these guys. And then if you go to the nationals, who's it going to be?

TR: Well, what if, instead of thinking it that way, why not think of it as "Beat the Series?" I mean, you're racing against the club, you're racing against the people who are putting the enduro on.

ML: I'm racing against that computer every race. Trying to beat it.

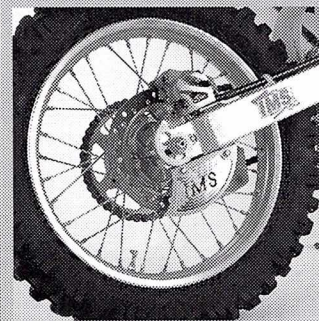
TR: Yeah. Rather than trying to beat everybody else, you're trying to do your absolute best and beat the series.

ML: That's what everybody is going to think. I can see it though, "Lafferty Wins First Race—Nobody Shows Up." Arrgh! I mean I've proved myself to those guys before; I wasn't a huge threat, but....

TR: Hey, if that happens, just make sure the next heading says "Lafferty Wins Second Race" and again and again. The competition is only as good as you make it. You know there's going to be 250 other guys there, and if you don't win, if you say "Ooh, nobody else is here, I don't even feel like riding..." and somebody else wins, how stupid are you going to look then?

ML: Exactly. I have to just go and do it.

TR: Maybe there isn't such a tough challenge to beat somebody there, but it's still an



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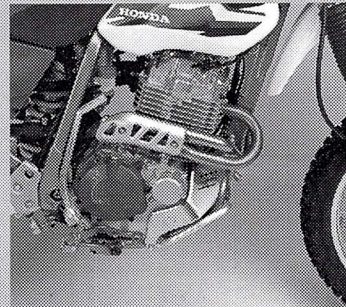
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enduro. Still a national, one way or the other. You gotta do it.

ML: Yeah, well, I can't see.... I mean, I can see Randy blowing off Coalinga, if he's not ready, but, go to Georgia, he'll be there. He's gonna be there, he'll ride some thing. But I'm going to go to Coalinga, and Ty will be there, I'm going to have to try to beat him right off the bat....

TR: Ty will be there; everybody will be there. ML: Yep.

TR: Steve Hatch will be there, Rodney Smith will be there....

ML: The, after that, I won't be seeing any of those guys, and I'll have to go contend with Randy in Georgia, and so on. I mean, that's my plan, I have to take it one race at a time, every race, there's nine of them. And if I can be as consistent as I was before. I was pretty consistent last year, my worst race was a seventh, in Coalinga, and that's pretty darn good, I thought, for Coalinga.

TR: If I'm not mistaken, I think when Burleson was in the middle of his prime, he wasn't concerned about beating the other people, he was always working on beating the clock. His drive was to be the smartest person there. Smarter than the club, smarter than everybody, just go in and kick hell out of the enduro. So maybe that's a good way to look at it.

ML: Maybe.

TR: So are you training, or what? Are you working out? Riding a lot?

ML: I run three days a week, I go to the gym every morning with my partner, Steve Leatherwood. He's like my own personal trainer.

Waitress: You guys want anything else?

TR: No.

ML: No, we're all set.



Waitress: Have a good one.

ML: You too.

TR: I'm buying, since you don't have a job....

ML: Thanks. So Steve helps me with that, and I train, with the bike. I mean, Steve is on it, we go there 7:30 in the morning and spend a couple hours doing all the physical training and everything, that you have to do in the winter, because once the riding comes around, you don't have the time. You're traveling, stuff like that, you don't have the facilities, so now's the time to bust it out. I've been trying to build more, each winter. And then the running, you just gotta run, whether

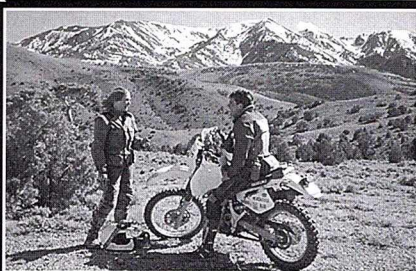
it's in the morning or at night, whatever, you gotta do it. And aside from that I've just been working on the bike, trying to lighten it up, working on the suspension, stuff like that. I just raced a hare scrambles this weekend, too, the first ECEA hare scrambles. Josh McLevy was there, he's a good rider. It was only a three mile course, all mudded out, and I got the holeshot and took off. When I got gas, Jack said "Okay, it's time to get going" and man I just rode, I mean I never thought about anything else except ride; how fast can I ride this bike, how good can I use the trail. The laps just flew by, I mean they were gone! I got done and I felt great. I felt great in the morning, too, and went to the gym and worked on legs. I think that's what I need to do; I rode against myself, tested myself and I feel like I passed. I was stoked about that.

TR: The best I ever did in an enduro, all I thought about all day was timekeeping, where I was in the minute, and brake, shift, gas. Just everything I needed to do.

ML: Yep. Enduros are hard, man. Enduros are hard. All that stuff you just talked about, and that's not even mentioning this check-in, that check-out, gas stops all that stuff. And then you're in a section, you're giving it all you've got, and then in the back of your mind you think "well, you better slack off a little because it's gonna be tough in the end, you oughta save something..."

TR: Um hmm.

ML: Screw that. Go all out. I did that in Coalinga last year, held back, held back, and then in the last section I'm wailing and I'm thinking "Damn! I coulda done this all day!" You don't know. I didn't put myself to a test until the very first race. So you have to train, but you have to ride races too, or you just don't know. □



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By Mark Uth

Thread Head

You can tell a lot about a dirt bike's life by the type and quality of the fastening hardware used on it. Find titanium or aluminum bolts and drilled washers; you've got a moto-head and a bike that's probably spent its weekends racing 30 minutes at a time. Diverse, oddball and/or non-metric 1/4-20 fasteners on the other hand should be a red flag, signaling a little shop of maintenance horrors and overall casual approach to bike repair. Fact is, there's a plethora of different type of fasteners out there, and their proper choice and application is essential to maintaining satisfactory function. Trodding far from the beaten path of OEM replacements can confound proper torquing of fasteners, lead to collateral damage like stripped threads or snapped bolts, and even present a safety hazard to the rider.

Terms like bolt, machine screw, and cap screw are often used interchangeably to describe the threaded fasteners that hold your scooter together. Though similar, there're not quite synonymous, as machine screws are most often mass produced, screwdriver driven low grade fasteners, while cap screws generally denote quality hex or socket head bolts used for machine assembly. For simplicity's sake, we'll stick with the term bolt herein.

There are four basic parameters that differentiate bolts from one another. Three of them are fairly obvious; head design, length and thread pitch. Head types, e.g., flat, pan, fillister, button, socket, hex, phillips, slotted, flanged, etc., as well as bolt length designations are pretty much self explanatory.

Thread specifications can be tricky (we'll discuss threads further on) while the fourth is bolt strength, which greatly affects a fastener's application and associated price.

There are three common bolt strength designations used for both SAE ("American") and metric fasteners. They are, from weakest to strongest; standard duty, medium strength, and high strength. Generally speaking, all flat, pan, fillister, phillips and slot headed bolts are standard grade. Socket or button head bolts are most often medium or high strength bolts, while hex headed bolts can be found in all



grades. Surprisingly, the strength designation of most fasteners is easily determined, shown by marks or numbers cast into the tops of bolt heads (or lack thereof) for both SAE and metric fasteners. Common SAE bolt strength designations are grade two (standard duty) which have unmarked heads, grade five, medium strength, shown by three oppositely opposed hash marks cast into the bolt head, and high strength, grade eight, designated by six hash marks. SAE standard duty, grade two bolts are manufactured from metals with a minimum tensile strength of 60,000-74,000 pounds per square inch (psi). Medium strength, SAE

grade five bolts have minimum material tensile strengths of 90,000-120,000 psi, while high strength grade eight bolts designate material tensile strengths of greater than 150,000 psi.

Metric strength designations run along the same lines as the SAE designations. Standard duty bolts have no marking, while medium strength bolts will have the number 8.8 cast into the top of the head (comparable to SAE grade five) and high strength bolts will have the number 10.9 cast into the head (comparable to SAE grade eight). In metric fasteners, you'll also find a stronger high strength bolt, indicated by the number 12.9, which is said to exceed the strength of SAE grade eight and have minimum material tensile strength greater than 175,000 psi. Socket head cap screws, like the ones typically used on European sleds, are often these highest strength fasteners. Hence, the old adage that Euro bikes were made with better fasteners was not unfounded. It should be noted that the strength grades noted above are those that are most commonly available. Be advised, there are numerous specialty bolts manufactured and sold for specific applications, some that might have even found their way into the motorcycle parts bin for highly stressed applications like shock and linkage fasteners.

Threads

A decade or two ago, different thread schemes used on motorcycles of different origins could give you a real headache. These days, you'll find nothing but metric fasteners on everything, including US built ATVs. The global marketplace has spoken. However, you still find SAE threads on some aftermarket products manufactured here in the USA, like some metal handguards, and other bolt-on accessories, so you still have to be careful. There are some tricks to determining the thread you're dealing with, the simplest being mechanical savoir faire. Hash marks on the top of a hex head bolt are a dead giveaway, identifying it as SAE, while numbers like 8.8 or 10.9 are metric designations. For the mechanically challenged, standard duty bolts (read: no marking) or those special and/or odd ball threaded fasteners that you find on old BSAs, Bultacos and the like, there's a low tech tool called a thread gage that'll ID the problem fastener. A thread gage is essentially a

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Even today, with SAE threads in course and fine pitch, as well as metric designations, a thread gage is sometimes a handy tool to have around. On occasion, there's some confusion regarding proper metric thread designations. Since motorcycle fasteners are nearly 100% metric these days, an aside on specific metric threaded fastener sizing is in order. Metric threads are designated by the letter "M"

followed by a number, which correlates to the nominal shaft diameter of the bolt in question. Standard metric thread designations are available in a single "pitch", which is the industry term for defining the number of threads per unit length. SAE thread designation, conversely state the nominal diameter and the number of threads per inch, e.g. 1/4-20 UNC. Typical metric fastener threads used on dirt bikes are M5, M6, M8, M10, M12 and M14, and the number corresponds to the nominal diameter of the bolt.

Note that several fasteners used on dirt bikes use a non-standard head size, such as a 8mm head on a M6 bolt. This is because these fasteners are primarily motorcycle manufacturer specific, and essentially

specialty bolts in their own right.

Rules of Thumb

For all practical purposes, male and female thread designations can be considered the same, unless you're specifying threads on a blueprint. When dealing with fasteners that attach plastic covers and fenders to the frame, these are almost universally standard duty strength fasteners and you can pretty much get away with whatever like-threaded replacement you

can find. When it comes to the bolts used in the triple clamps, engine mounts, all engine bolts, subframe, shock and shock linkage mounting, it's probably best to replace any of these lost or broken bolts with OEM fasteners. For the most part, these fasteners are more highly stressed and often sized to a particular application. Aside from your local dealer, quality metric fasteners can be obtained at better hardware and automotive stores, so long as you pay attention to the grade designations. If you're buying in quantity, there's numerous fastener supply houses that offer a multitude of fastener options, through which mail order purchases can be made. □

Threaded Fastener Dos and Dont's:

- Do use like quality fasteners when replacing damaged ones.
- Don't ever substitute non-standard, non-OEM bolts for those used in shock and shock linkage.
- Do use a torque wrench for tightening all motor fasteners.
- Don't forget to observe proper tightening sequence when tightening head bolts and clutch basket retaining screws.
- Do use thread lubricant on all fasteners.
- Don't use thread lubricant as a marital aid.
- Do use proper flat and lock washers where applicable.
- Don't try to use plug washers in the truck stop condom machine.
- Do clean out threads with proper sized taps and dies whenever dirt and corrosion are evident.
- Don't tap your boss on the shoulder and tell him to get socket head cap screwed.

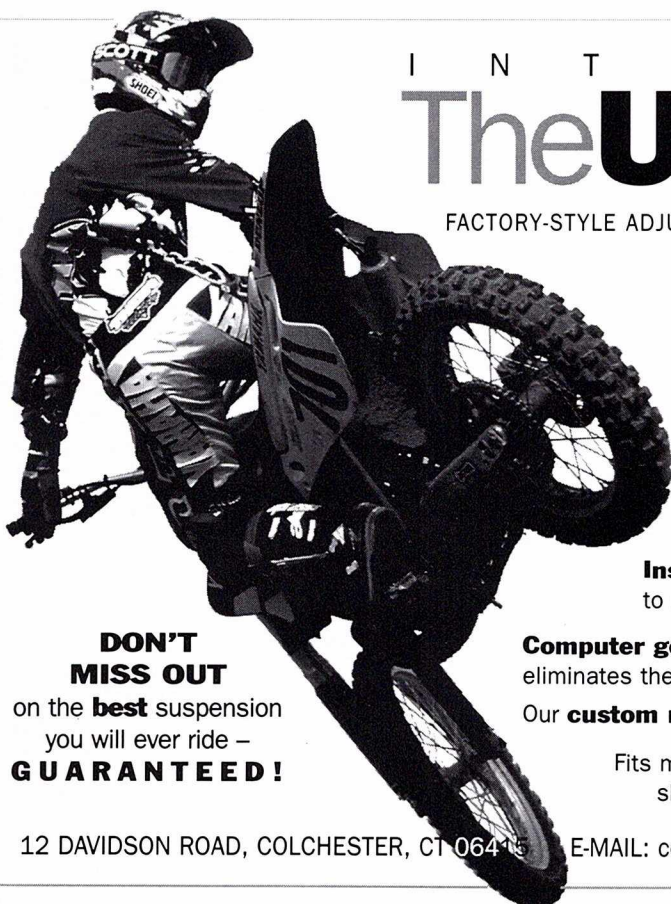


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'97 Incas Rally

East Coast homies lost in the Andes

by Jerry Bernardo
photos by Joe Bonnell

Cuzco, Peru 11/10/96

Remember that old childhood limerick, "There once was a man from Peru, who fell asleep in a canoe..."? Well, that has nothing to do with this story. I never dreamed I'd be sleeping in canoes, nor racing a rally in Peru. Actually, as a child, when asked "What do you want to be when you grow up?" I don't remember chiming out "A TV host!"

Where I am in life now, I never thought I'd be. Best bets would have me perishing early in a kindergarten building blocks accident. Not to be. Why was I in South America in November

'96? Why were we (MW2) filming the Incas Rally?

Two words: Franco Acerbis.

For those who have not had the pleasure of meeting Franco (never "Mr. Acerbis"), you're missing the boat. Franco is the "capo di capo" (boss of bosses). But not in the hated employer vein, more so the "I want to party with that cat" thang. I'm not sure who dreamed it up, but as a *deja vu* to the first Incas Rally five years ago, Acerbis and Seals Communication (a.k.a. Motoworld/MW2, my employer) collaborated on the first ever made-for-TV rally. Not only did this mean racing would be structured around camera access or shot possibilities, but that they would also add in entertaining twists such as special tests to include donkey racing, rafting with motorcycles on board, and so on. Good TV family entertainment. If the staff could dream it up, Franco & Co. could pull it off.

Not many people could organize a first-ever race up the access road to Machu Picchu. You need to make calls, grease palms, have connections, be rich. It's not just the money. People want to help Franco, and vice versa. He's that type of person. You gotta love this guy. His passion (or one of them) in life is to see everyone enjoy. Enjoy food, travel, competition, camaraderie. What better venue than an international rally in a foreign country?

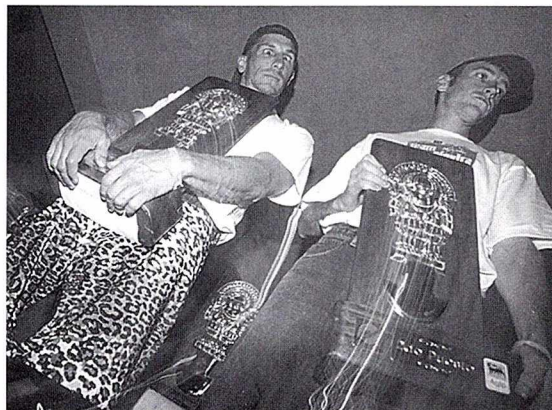
As the host of MW2, who gets the pleasure of riding on the show, I was entered in the event and teamed up with Chris Smith. Chris is a Six Days legend, Drew Smith's little brother. No mere shadow, though; this kid is fast. Gold medal in this year's Trophy Team effort in Finland, enduro wizard, and just all-around adorable child from New Jersey. We knew going into it that we would have a lot of laughs. Fortunately, we also were very serious about racing and were well prepared. Chris carried his CR250 down to Peru in his luggage. American Honda arranged for an XR600 to be sent to their Peruvian distributor for me. Thanks!

I asked Scott Summers' mechanic, Fred Bramblet, if he would help me out. Summers was scheduled to compete in the rally teamed with Kevin Hines, but tweaked his knee in Japan prior to the trip. Who better than Fred to wrench an XR600! I told Hines what bike I'd ride, and he said "You're a brave man, Jerry." Where did that pit in my stomach come from? I needed power and reliability. Translation: Big Honda Four Stroke.

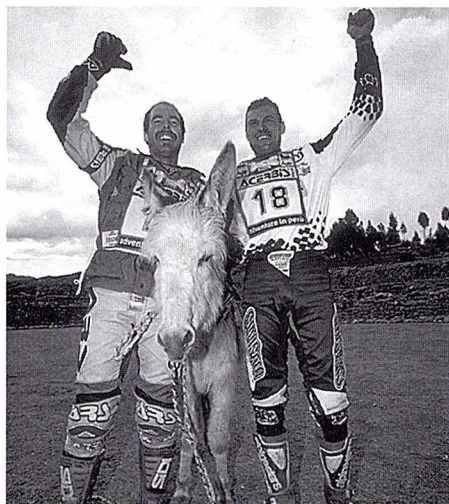
The story would be so-so if I told it day by day. Instead, I'll give you the highlight/bullet point mode of description. Ups and downs are as follows:

- On day one, we have a 20k special test. Two hours of laps around fast cart roads, deadly hairpins, rocky switchbacks and so on. It was big fun. Finally, after all the pomp and circumstance, we went racing. Sure the XR was big, but it hauled ass. We finished in third overall, and transferred to the next test: the dreaded donkey race.

Picture this: 13 donkeys horrified as 26 guys in neon run at them and attack. 13,000 foot elevation, five sections up and down stairs, in and around Inca ruins. One guy rides, the team-



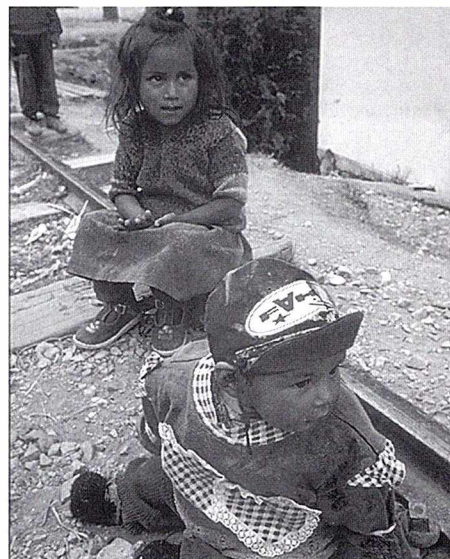
The triumphant hero accept the spoils of victory. Although Bernardo appears to be wearing a leopard-skin, slit-front skirt, please do not mistake him for anything but a Serious Racer.



Arinaldo Nicoli (r) and Jimmy Lewis, and some other jackass. Arinaldo and Jimmy won the overall.



It got a little muddy in the jungle.



If you're going to play on the railroad tracks, at least do it with the right head wear.

mate pulls, pushes, whatever. Trials-style scoring—you know, dabs one point, crash, five. Well, you haven't lived until you've hauled a stubborn donkey around with knee braces and Sidi boots at 13,000 feet after a hare scrambles! We finished fourth.

- On the second day's special test, while blasting through some small mountain village, the cheering locals threw out handfuls of rose petals as you wheeled past. Talk about Moto National Geographic! That really sticks out as a visual for me.

- Puerto Maldonado, the jungle. This town is so weird. I was there two days and only saw five cars or buses. It's all motorcycles—ancient 125 Kawies, SL 70s, rickshaws with beat old Hondas for power. The town never sleeps, nor did we. Jimmy Lewis, my roommate, came home late and I complained about how loud it was (our hotel was on the main drag). He gave me earplugs. I woke up in the a.m. and saw Jimmy with one T-shirt wrapped around his

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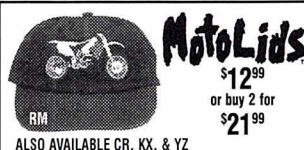
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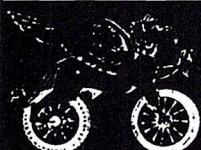
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head like a toothache, and another bandanna style, and his head sandwiched between the pillows!

• It rained all night and morning. The jungle would be nasty. We had a test of 15k to ride for three hours. Some people looked grim, thinking about the mud and rain. Hines looked like he'd won the lottery! There were two river crossings, with shoddy tree-trunk bridges. Bridge one was okay, but the second one was gnarly. A muddy descent down to logs across the water, and a greasy Blackwater bog uphill. Only riders could help each other—no outside help. It took 15 to 20 minutes to get a 600 up the hill, with six guys and two ropes!

One guy kicked his bike over on the bridge until he was blue in the face. I offered to try starting it. I said "Hold the bike." After four kicks the clutch side grip came right off, and I took a swim. Picture this: muddy anaconda soaked Amazon river, up to my chin holding an XR600 bench press style off my face. Dario Agrati, Italy's premier off road photographer, just stood there, pinning the motor winder. "Grande, Jerry, grande!" He loved it. Did the guy I was helping? No. Cylinder full of water, no spare plug. Ouch! I got on my bike and drove off. Only test winners Nicoli and Lewis, and Kevin Hines, Chris Smith and myself, would make two and a half laps. Everyone else only did one. 38k, three hours! We finished second.

• Pavement race around cones on the airport runway? Suzuki roadracers Aaron Yates and Mark McDaniels showed their road race skills on this one, kicking major booty to finish first and second, respectively. Knobbies wide open on asphalt. Great recipe for disaster! Aaron, two-wheel drift in fourth gear!

• The windy bus road up to Machu Picchu. First ever race to the top. Very dangerous. Paved only two weeks earlier. The road had sand and rain water all over it. Buses take 40 minutes to crest the ascent. Kevin Hines holds the record: 6:29! The mayor gave him a plaque. Some American tourists bitched about us doing it, but you know what they say in New York: F them. We finished second.

• Note: The only way to Machu Picchu is by train, three hours. The guy tells Franco, "I have the best first class car coming." Franco says, "I don't want it. I want a cattle car with hay and shit on the floor." The guy says, "It's the same price!" Franco says "Sold!" About 35 of us rode in this thing, including Franco. It was a howl! Hanging off the slats outside the car, hamming it up for the cameras. Big time danger.

• Sometimes we flew to the next town. Some in regular airlines, some with the bikes in old cargo planes, totally unique. Stinky, noisy, smell of AV gas. Life on the big rally circuit.

• Did I mention we were in South America? Before I left, I got shots for yellow fever, hepatitis, typhoid, rubella, mumps, measles, malaria. Makes you feel like something's not clean down there. Correcto mundo! When I saw a lady in the open air market, sitting in the gutter with a dirty sheet covered with raw red meat (for sale), I almost hurled. She might have been barking "Road kill, road kill...!" Lotsa people got sick. Fred Bramblett sucked up some IV fluids, Franco's wife got sick, lots of people had the runs. It was so tricky to know what to eat. It all looked good. There were no Dunkin Donuts. I can't work like this.

• Last day of racing. Punta Sol, the coast, a beautiful beach resort, bungalows on the beach (Franco, you're the best!). The course was two miles of beach, and another three miles of sand washes, fast roads, silty razorbacks, with a choppy downhill leading back to the beach. There were two 13-man semis, top seven to the main, 13 laps. The last guy gets black-flagged each lap. Chris hole-shotted and was gone. Hines, Nicoli and myself to follow. Fred jetted my bike for 90 mph; bye bye on the beach, bay-be. Can you ride on the beach in the States? Not. Kauai, yes; Peru, you know it. I was run-

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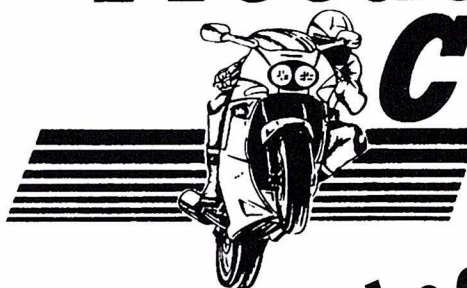
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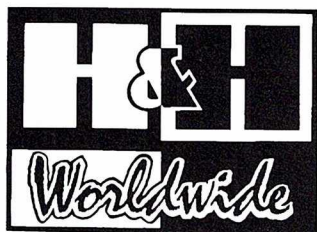
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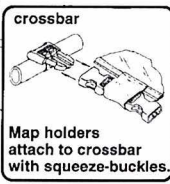
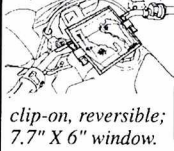
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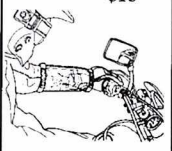
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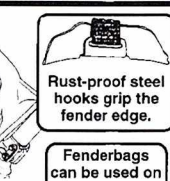
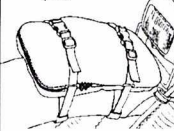


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ning sixth starting my tenth lap when I got black flagged. Chris was right on my tail about to lap me. Double points for the day. Recurring theme—we finished second. Chris got first followed by Nicoli, Hines, Lewis, the six-time Chilean enduro champ, and team Cosa Nostra's Jerry B. This would solidify our finish in second place overall.

• You know when you wear a chest protector with an enduro coat over it. Did you ever fantasize about putting on a life vest also? Then your racing bib? And motoing? The raft test was such an event. Don that gear and blast a 15k cart road wide open, I mean pinned, parallel to the river to where the rafting begins. Load the bikes onto a wooden platform on the raft and begin a trek down class 3 rapids for an hour and a half. Try paddling with that stuff on. I felt like the Michelin tire guy. There was a guide, steering. This test was grueling. At the finish, dock the raft, unload the bikes, and ride up a 40-foot off-camber hill. Cool! Continuity won't have me claiming second. We finished first! Chris said he canoed a lot, I just have upper body strength from beating people to death with an oar.

• Pit support is crucial. We had the luxury of assistance from Chris' girlfriend Agnieszka and Hines' girlfriend Lorraine. Also Fred, when he wasn't hurling out both ends. Fred brought a big coffin full of parts that I inherited when Scott was a no-show. Not only was our pit help on the ball, but they were pretty, too (editor's note: I think this includes Fred, but I'm not sure). Can't thank them enough. I told Chris he had to thank Agnieszka for me (it was a nightly ritual). I gave Lorraine back rubs.

• We named our team "Team Cosa Nostra" which is slang for The Mafia. The Italians thought it was great. I made a shirt with Marlon Brando from the cover of the Godfather video, with goggles on his forehead. Lots of people sponsored us (33!), so all those logos were on the back. The headline on the back read "The Good Team with the Bad Reputation." My ARS, Gouge, SRC, American Honda XR600 ran phat! Every time I'd say something heinous, Chris would say "That's so precious, Jerry." We laughed so hard. Training paid off. I felt good. Got a big trophy, and made beautiful network timekilling television. First time three-camera shoot, Dan Walsh, Doug Franke, and Bob from Arkansas wielded the 30-pound Beta cams. My producer Logan got dirty! Todd let Peruvian children steal his sunglasses. Bonello shot over 2,000 photos. No one got hurt (bad). There were 130 people in the group. The final special test each day was finding your bags. □

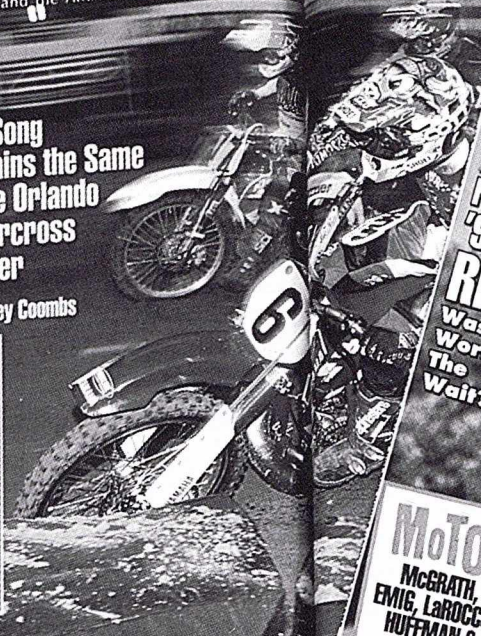
NOTHING SHOCKING

The 1995 Orlando supercross in central Florida was supposed to be the start of something special. Or at least something new. After two years of total domination at the hands of Jeremy "Showtime" McGrath and six months of fierce political infighting between the event promoters and the AMA sanctioning body, the

revamped '95 U.S. Supercross Series promised something different for riders and fans alike. New competitors had been shipped in from all over the world to compete, several top 125cc riders had graduated to the 250cc class, and a staging area full of new heroes had come of age in the 125cc class. The politics were resolved at the eleventh hour, and a new spirit of détente had developed between the organizing bodies. Indeed, on the track and off, the dawning of this new season should have been bright for everyone.

The Song Remains the Same at the Orlando Supercross Opener

By Davey Coombs



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Editor Ken Faught has been riding for over 15 years and has competed in more than 650 motocross and off-road events. He's raced everything from GNCCs in Florida, to arenacross in Ohio and desert races in Nevada. Heck, he's even got ISDE experience, plus he's traveled the world over, covering events in Spain, France, Switzerland and the Czech Republic.

Editorial Director Tom Webb's list of racing credits includes multitime AA National enduro

rankings, ISDE experience and, most recently, a championship in the 1995 AMA GNCC series. You know those riding fantasies that most of us have? Tom's fulfilled them.

Test Editor Karel Kramer hopped on his first bike in 1965, and he's become our walking encyclopedia of technical knowledge about every machine produced since.

Mark Kariya began riding in his dad's orange groves back in the mid '60s. Since then "Kato" has ridden and raced literally every type and size of motorcycle known to man, and has

survived the Baja 1000 more than a half dozen times.

That's the serious part of *Dirt Rider*. It's been that way since our first issue in 1982. And we think that's pretty intense.

Perhaps that's why *Dirt Rider* magazine is the world's largest dirt bike publication. Our readers know that for the straight scoop from the guys who really know, *Dirt Rider* delivers.

Or perhaps it's because when the workday is over, we're still just a bunch of guys who like to go riding.

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DIRT RIDER
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South Jersey Enduro Riders present the 30th

CURLY FERN ENDURO

March 23, 1997

Indian Mills, NJ

Key time: 8:00 A.M.



Start: Event starts at Indian Mills Deer Club, Atsion Road, Indian Mills, NJ. Turn west on Atsion Road from NJ Route 206, about 7.5 miles north of Hammonton, and 10.3 miles south of the Route 70/Route 206 circle.

Starting Position: Will be determined by a drawing. All pre-entries MUST be received by March 15, 1997. Confirmation of rider number and event information will be mailed after the drawing. Entries received after the drawing will be assigned numbers following all pre-entries.

Entry fee: \$30 pre-entry, \$35 post-entry. No entry fee will be charged for Masters class (60 & over). Make checks payable to S.J.E.R. Mail entries to South Jersey Enduro Riders, 49

Sherwood Drive, Turnersville, NJ 08012. No refunds to accepted entrants. For information call (609)227-5078.

Course: Approximately 100 miles of sand roads, fire cuts, and South Jersey trails. The gas stop will be located back at the start (approx. 48 ground miles per half). And, back by popular demand, SJER will provide an A-RIDER ONLY LOOP. ALL A RIDERS WILL RIDE THE A-LOOP.

Trophies: Will be awarded to all ECEA classes, including a Trail class for riders not riding for ECEA points. Trail class riders will not ride the A loop.

Requirements: All entrants must be 18 years old, or older. All riders must have a valid motorcycle drivers license, registration and insurance. All machines must be fitted with a valid license plate (no cardboard or duct tape plates), headlight, tail light, and an exhaust system equipped with a spark arrestor. The machine must be capable of passing an AMA sound test. All entrants must have a current ECEA card. ECEA tests will be given for new riders on Saturday and Sunday. There is no fee for this test. NETRA and SETRA cards will be accepted. All entrants must be current members of the AMA. AMA applications will be available at sign-up. NO PIT RACING! Pit racers will be disqualified. The starting field is a working farm field, please treat this soil with respect. Ride with caution while in field.

Sign-Up: Open from 2:00 p.m. to 9:00 p.m. on Saturday, March 22, and beginning at 6:00 a.m. on Sunday, March 23. To avoid delays for everyone, bring proof of motorcycle driver's license, registration and insurance to sign-up. ALL RIDERS will have to present this documentation BEFORE receiving rider packets. NO EXCEPTIONS, NO EXCUSES!

Food: Will be available at the deer club. A top-rate spaghetti dinner will be available Saturday night, breakfast and lunch will be available on Sunday.

Accommodations: Plenty of free camping space available at the start. No alcoholic beverages.

Hob & Nob Motel, Route 206 at Route 70, Vincentown NJ (609)859-3488.

Ramada Inn, 308 White Horse Pike, Hammonton NJ (609)561-5700.

Release and Waiver of Liability and Indemnity Agreement

Name _____ Age _____

Address _____

City _____ State _____

Zip _____

Phone (area code) _____

ECEA No. _____

AMA No. _____ Expires: _____

AMA Club Name: _____

Bike Make: _____ Displacement: _____

Check skill level and class below:

- | | | | |
|--|---|----------------------------|----------------------------|
| <input type="checkbox"/> AA | <input type="checkbox"/> A | <input type="checkbox"/> B | <input type="checkbox"/> C |
| <input type="checkbox"/> Senior (40+) A-B | <input type="checkbox"/> Super Senior (50+) A-B | | |
| <input type="checkbox"/> Four Stroke A-B-C | <input type="checkbox"/> Women | | |
| <input type="checkbox"/> Veteran (30+) A-B-C | <input type="checkbox"/> Masters (60+) | | |

PLEASE READ AND SIGN THIS RELEASE!

I hereby give up all rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the sponsoring club of this event, the promoters, sponsors and all other persons, participants or organizations conducting or connected with this event, for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event, or while I am on the event premises.

I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

Signature _____

Vehicle No. _____

Witness _____

Address _____

**Participant under 18 must have
notarized parent/guardian signature!**

Parent/Guardian Signature (sign in ink)

Notary _____

Commission Expires _____



Meteor Motorcycle Club presents
the 60th annual running of

SANDY LANE ENDURO

Sunday March 16, 1997 Keytime: 8:00AM

Location: Interboro Gun Club, route 563, Green Bank, NJ.

Directions:

From PA, Take Route 70 to Route 72 (circle) , right on 563 to gun club

From South Jersey, take route 30 west to 563 north

From North Jersey, take 206 south to route 38 east (Diner & wawa) through next light then bear right towards

Ongs Hat to route 70/72 circle, then east on route 72, right onto 563

ALL RIDERS MUST HAVE AN AMA AND ECEA CARD, REGISTRATION, LICENSE PLATE, MOTORCYCLE DRIVERS LICENSE, INSURANCE CARD, SPARK ARRESTOR/MUFFLER, HEADLIGHT, AND TAILLIGHT.

Sign-up: Saturday 2:00PM to 7:00PM

Sunday 6:00AM to start

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RELEASE AND WAIVER OF LIABILITY AND INDEMNITY AGREEMENT, SANDY LANE ENDURO, 3/16/97

I hereby give up the rights to sue or make any claim whatsoever against the American Motorcycle Association and its district organizations, the Meteor Motorcycle Club, the promoters, sponsors, and all other persons, participants or organizations conducting or connected with this event for any injury to property I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event or while I am on the event premises. I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying on my own judgement and ability, assume all risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

SORRY...NO RIDERS UNDER 18 ALLOWED

Name _____

AMA # _____ Exp. _____

Address _____

ECEA # _____ Club _____

City _____ State _____ Zip _____

Bike Make _____ Displacement _____

Phone (Home) _____ (Work) _____

Rider Classification: AA ☐ A ☐ B ☐ C ☐ Age _____

☐ Light (125)

☐ Medium-light (200)(A,B)

☐ Medium (250)

☐ Heavy (251+)

☐ Vet (30+)

☐ Senior (40+)

☐ Super Senior (50+)(A,B)

☐ Masters (60+)

☐ Four Stroke

☐ Women

☐ Vintage (no points)

☐ Dual Sport (no points)

Do not write in this area or you will be given a number older than the event!



Rider Number



Class Code



Payment Problem

SIGNATURE _____

Date _____

Witness _____

Dirt Bike Camping

Picking and packing the right gear for the ultimate outdoor experience

by Don Planalp

Off-road motorcycling is fun enough when enjoyed all by itself. But if you can incorporate yet another great outdoor sport into it, well, then you've got real adventure. Trail riding and camping is just such a combination. You can enjoy the great outdoors on two wheels, then live in it when you're done. It doesn't get any better than that.

Luckily, equipment perfectly matched for off-road motorcycle camping is readily available. It was designed for another popular activity—backpacking. The considerations riders should use to select camping equipment—size, weight, performance and convenience—are the same backpackers use. When cargo space is extremely limited—whether it's on your back or on your bike—equipment selection is critical.

Gimme Shelter

The four basic items you need to stay warm, dry and comfortable after a hard day's ride are a tent, a ground cloth, a sleeping bag and a sleeping mat. Without a well-planned "outdoor bedroom," aches and pains from the trail will still be there when you wake up the next morning—plus all the ones you picked from a cold, wet night on hard ground.

Tents come in all sizes, but only those at the small end of the spectrum are small and light enough to strap to a motorcycle. The popular, two-man dome tents offer enough room for you and all your riding gear (protecting helmets, boots, tools, etc. is an important consideration if foul weather is expected). With prices ranging starting at \$30, the ubiquitous dome style is affordable and packs small enough to strap on a seat or luggage rack, or stuff into a backpack.

Another good choice is the one-man bivy tent. Bivy tents aren't for the claustrophobic. Many claim a two-person capacity, but study the actual dimensions—there's usually only room for one person laying down, and not much else. Ranging from \$40 to over \$200, they offer an even smaller bulk and weight than dome tents. Pup tents also are an option if you don't mind the less convenient pitching methods of traditional tents with vertical poles and guy ropes.

The disassembled size of your tent poles is critical. Lengths over 24"

can be awkward, or even dangerous, if strapped crosswise on the bike on tight trails. Try lashing them lengthwise under your thigh, along the bottom edge of your seat.

It's a good idea to try out any tent before your first trip. Become familiar with pitching procedures, in case you need to do it in the dark. Also, make sure all the pieces were included and there are no leaks in the fabric or seams. If the instructions recommend waterproofing the seams, do it—then hose it down in the backyard and check for leaks. A rainy night in the woods isn't the time for surprises.

All tents and bivies come with stuff sacks. Use them—you can stuff other items into any extra spaces, and the sack will keep loose fabric ends and poles from getting caught (and possibly damaged) by branches along the trail.

Never set up a tent on bare ground—always use a ground cloth to keep the tent floor off wet ground. Remember to tuck the edges of an oversized ground cloth under the tent edges to avoid a "bowl effect" in a rainstorm. Ground cloths also protect tent floors from holes and tears caused by sharp stones, roots and sticks. Cost isn't an issue—nylon ground cloths are cheap as well-ground.

It's In The Bag

A good sleeping bag is probably your most critical equipment selection. The old flannel-lined, fiberfill bag that was just fine for Boy Scout camp probably won't do for off road motorcycle camping. The size of the bag when compressed is the key factor—the smaller it will roll or stuff, the less bulky

it will be on the bike. Compressed size is mostly a function of filling a m o u n t . Unfortunately, so is warmth. So there's definitely a size/warmth trade-off to be made for riders camping in a cool climate. Consider consulting someone in the sleeping bag department of a specialized outdoor store—an expert who really knows his bags—to make sure you get exactly what you need.

For warm-climate campers, finding a bag that's warm, small and cheap (less than \$100) is easy. Sleeping bags suitable for motorcycle camping run anywhere from \$50 to over \$200. A little research up front will keep your expenditures as low as possible. Your goal: Find the bag that has the right mix of size and warmth for your specific needs.

An item that's worth its weight in gold for



If you just pack it all with you, you never have to stop riding. Yes, there is a motorcycle under all of Sidney Dickson's luggage.

the off-road camper is a sleeping mat. Mats come in a variety of designs, from egg crate-style foam rubber to inflatable vinyl mattresses. Closed-cell (won't soak up water) polyurethane foam pads are available for \$5-\$25. Self-inflatable Thermarest-style, nylon-covered, closed-cell foam pads are



The legendary U.S. military MRE is more than just a bag of food. It's food, drink, candy, beverage and toiletries.



Freeze-dried backpacking food is light weight and fairly good tasting.

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popular, and also roll up small enough (4"-6" wide cylinder, 11"-21" long) to be practical. You can find these self-inflatable pads for \$30-\$90, depending on the size and features. If a good night's sleep is at the very top of your priority list, sacrifice a little space and weight and purchase a high-quality, twin-size air mattress for about \$25. Caution—you'll have to inflate it with lung-power unless you bring along a pump.

Another sleep-related luxury campers might want to consider: a fiberfill or down camp pillow. The cost is only \$5 to \$20.

Slaving Over A Hot Stove

Unless you can face beef jerky, candy bars and cheese crackers for breakfast, lunch and dinner, a good stove is a must. Like other outdoor equipment, camp stoves come in a variety of shapes and sizes, but only backpacking stoves offer the compactness suitable for dirt bike travel.

The primary criteria for selecting a stove are size and fuel. Serious backpackers consider differences of mere ounces when picking stove models, but weight isn't as critical to bikers. However, size is just as important to both groups. All backpacking stoves are small, but some are smaller than others. Stove buyers also can pick from several fuel options.

Among the most popular micro-stoves is the MSR Whisperlite, a spider-like folding steel contraption that connects to a separate fuel bottle. Whisperlites and similar stoves come in several models that can burn a variety of fuels—unleaded gasoline, white gas, or kerosene. Light, compact and indestructible, this \$50 stove is good bet for bikers interested most in size. They can boil a quart of water in 4 minutes and oper-

ate more than an hour on one 22 oz. bottle of fuel. A variety of other stoves are available at camping stores.

Trail riders might find that a stove that burns unleaded gas is the most convenient, regardless of size—there's something to be said for draining your cooking fuel out of the bike's tank petcock instead of carrying special fuel (assuming you ride a four-stroke).

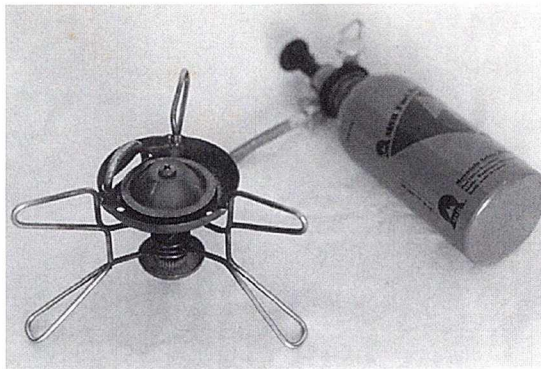
Campground Cuisine

Fresh food is a tall order in motorcycle camping, unless you intend to stay at a commercial campground like KOA or larger state or federal (national forest or national park) campgrounds with a nearby convenience store.

Like backpackers, some motorcycle campers will prefer to prepare their own pre-packaged dishes using long shelf-life dry goods (beans, pasta, etc.). Larger bookstores carry a wide variety of camping cookbooks for do-it-yourself gourmet diners.

However, most people find commercial backpacking dishes, or even pre-packaged, complete, multi-course meals like the infamous U.S. military MRE (Meal, Ready-To-Eat), are the most convenient source of sustenance.

MREs have come a long way since the early models, and get better all the time. Virtually indestructible in their heavy vinyl pouches, they offer an entree, plus a substantial snack (like peanut butter and crackers), dessert, gum, candy, condiments, powdered beverage, utensil and even toilet paper! All you need is water to hydrate



The MSR Whisperlight folding stove is the Cadillac of backpacking stoves, and it can burn many different fuels.

some of the entrees and the instant coffee packet. For everyone except those with picky palates, MREs may offer the best combination of cost, menu and ease of storage/preparation.

Commercial freeze-dried dishes such as the Mountain House line of breakfast, lunch/dinner and dessert foods require only boiling water. A pouch that delivers 20 oz. of food costs about \$3-\$6 dollars, depending on the item. Backpacker's Pantry, Richmoor, and AlpineAire are other popular brands with similar menus and prices. Among the several manufacturers, you can find just about any dish you can imagine.

The best option for cookware in which to prepare these delights is nesting aluminum or stainless steel pot kits. Some feature non-stick coatings for easier cooking and cleanup. Aluminum sets are cheaper and lighter than stainless steel sets, but with alu-

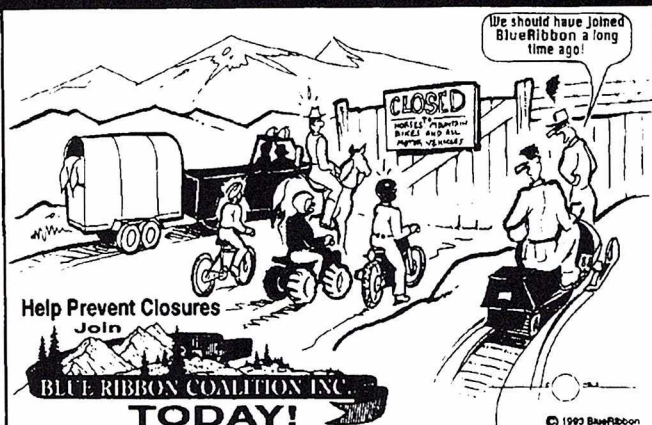
You Can Make A Difference — With Blue Ribbon!

Why should us easterners join Blue Ribbon? Aren't they just active in the West? No! Blue Ribbon has become the most active land access organization in the USA! They have helped us in the Massachusetts state forest ban, trail access in Pennsylvania, and legalization issues in New Jersey. They are truly a national organization even though they are based in Idaho.

Should we only support Blue Ribbon? No! They are just one of a growing network of land access organizations across the country. Never put all your eggs in one basket. You should support Blue Ribbon, the AMA, and all of your local trail access organizations, as well as riding/racing organizations like the ECEA, NETRA and all the rest. In unity there is strength!

What is Blue Ribbon going to do for me? They are going to continue fighting for trail users' rights in Washington, like they have been with the Symms Recreational Trails Fund Act, and get into the thick of things on a local level, like they've done in Massachusetts. But they can only do it with your financial support.

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minimum, temperature control and cleaning is more difficult.

Let There Be Light

Nothing is worse than stumbling around a dark camp with a failing or inadequate flashlight. To light up your entire camp all at once instead of one little spot at a time, bring along a lantern. Coleman makes white gas and unleaded lanterns less than 10" tall that can deliver more than 3 hours of 75-watt light bulb equivalent burn time—longer if you turn the brightness down. Battery-operated fluorescent and incandescent lanterns also come in miniature sizes. Both Coleman (Peak 1) and Gaz market tiny lanterns that operate on butane/propane or propane cylinders.

The only real decision to make when selecting an lantern is whether you'd rather carry fuel or batteries. If you buy any model with a glass globe, beware—they are fragile. Spring for a rigid, plastic carrying case if your model purchase didn't come with one.

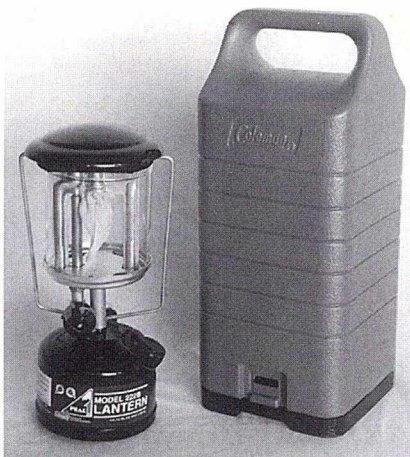
Puttin' It All Together

Your larger pieces of gear—tent, sleeping bag, sleeping mat—probably will come with their own stuff sacks. For the other smaller items you bring along, you'll need some type of appropriately sized, shaped and weather-resistant or weatherproof containers.

Nylon stuff sacks are inexpensive, come in a variety of sizes, and can be found at most outdoors and discount stores. Read the label carefully. "Water resistant" doesn't mean the same thing as "waterproof." If you ride in a dry climate, a "water resistant" coating may suffice. If you expect serious rain, go for "waterproof." Consider using a sleeping bag compression device that cinches it down the smallest possible size (bread loaf-size for a down bag) before putting it in a sack.

A worry-free option is the heavy-weight, coated PVC "dry bags" designed for rafting, canoeing and other water sports. Made with welded seam construction and special waterproof closures, these bags are impervious to any moisture. "Dry bags" come in a variety of sizes, and some even have handy features like carrying handles or shoulder straps that even can be used for lashing other weatherproofed items to the outside. Chase-Harper and other firms also offer special nylon dual sport luggage such as the Hide-Away Tail Trunk with built-in bungees.

If you run out of places on your seat and rear fender to strap all this neat stuff—or you can't find any more spots to hook bungee cords (Riderwearhouse offers license plate bolts with eyes designed for bungee hooks for desperate dual sporters!)—consider packing some of it on your back. A fanny pack won't help much, but a \$20 daypack will hold a good portion of your gear. If you plan to do some serious trail riding while wearing the pack, consider a model with stability-enhancing features



You need light to retain a sense of humanity at night, and a small Coleman lantern with a protective case will light up your whole camp.

like a sternum strap or waist belt. If you wear it low enough so that the bottom rests on your cycle's seat while you ride, the weight will be on the bike and not on your back.

If you want to carry even more on your person, a company named Rader Bag, Inc. of Anaheim, Calif., makes a strange-looking front-and-back pack that resembles cycle saddlebags, but fits instead over the rider's head! It has twice the cargo-carrying capacity of a regular backpack, and apparently is even more comfortable because the load is more balanced.

Where to Find Stuff

Even if you don't live near an outdoor store that carries backpacking equipment, most of the gear mentioned in this article is readily available from discount stores, sporting good stores, or military surplus stores. If you exhaust your local retailers and still can't find exactly what you need, there are several excellent mail order firms with exhaustive selections of camping and backpacking gear.

Riderwearhouse of Duluth, Minn., offers a highly-specialized, four-color catalog of road- and camp-tested products—including a version of almost every item mentioned in this article. However, they offer the "best of the best," so their selection tends to be

pricey.

For those who don't need, or can't afford the very best, try Campmor in Paramus, N.J. Their catalog, although not a four-color, slick-paper production, has just about anything you would ever need—and at good prices. A favorite of the serious outdoors crowd is Recreational Equipment, Inc. (REI) of Seattle, Wash. This cooperative features catalogs with comparison charts that list the features of items like bags, tents, stoves and packs so you can see, at a glance, how different models stack up against each other.

The veteran outdoors firm L.L. Bean of Freeport, Maine, carries a good selection of camping and backpacking equipment in its catalogs, as do fishing and hunting outfitters such as Cabela's of Sidney, Neb., Gander Mountain of Wilmet, Wisc., and Bass Pro Shops of Springfield, Mo. For catalogs, call these numbers:

Riderwearhouse	1-800-222-1994
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Bass Pro	1-800-227-7776

When your equipment is picked out, checked out, packed up and strapped on, you're ready to hit the trail—and stay on it overnight this time instead of coming back home.

The author first strapped a sleeping bag on a trail bike (1968 Yamaha DT-1) as a teenager in 1970. He currently haunts Colorado's idyllic single track trails. □

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1995 KTM 300E/XC approx. 1500 miles. Forks revalved, new chain/sprockets, rings/gaskets/orings. Well maintained and in excellent condition. \$3400. Call Gary @ 302-452-4846 days, 609-468-5917 evenings.

1992 Husqvarna 125WXC Trophy machine. very good cond., Vet owned, 10 miles, many extras. Race prepped by WER, NJ title. \$1600. **1992 Suzuki GS500E** New cond., red, 4000 miles, nice street bike. (609)875-0830, or (609)875-0835 lv. message.

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1995 KTM 400RXC Exc. cond., low miles, EXC exhaust, skid plate, extras. \$4500 obo. (203)666-8766, leave message if no human answers.

1994 Suzuki RMX250 Race ready with many extras, NJ reg., 4 rides on bottom and top end. Asking \$2750, must sell before '97 season. Call Walt at (609)597-4748.

Offroad Yard Sale! Honda CR/XR parts and MX gear. Call for list. (908)493-0356.

1993 Suzuki RMX250 Runs great, susp. revalved by WER, Pro Taper bars, well maintained. \$2200, beeper (201)403-5663, day (201)736-3314.

Husky 610 WXC/E Exc. cond., very low hours, all orig. \$3500 or best offer. (609)235-1591 M-F, 8 a.m.—6 p.m.

1995 Honda XR600 Brand new, never started. Florida title. Call Rob at

(609)371-1770.

1990 Honda XR200 Good cond., \$1695 obo. Call Rich at (609)371-9335.

1995 Husky 350WXC Fully street legal, exc. cond. \$4000 obo, will consider partial trade. Call Keith at (412)341-8712.

1995 Honda XR600 Exc. cond., bought as leftover in Jan '96. New sprockets and chain, hand and disc guards. VT title, enduro ready. \$3,000 obo, (609)268-9772.

1995 Beta Techno Exc. cond., \$3800.

1985 BMW R80 black, perfect condition, \$3500. (908)637-6385.

1995 CRE 125 MA title & reg., WER steering damper, Clarke tank, o-ring chain and MX parts. (413)448-2629. 1995 Yamaha YZ125 Low hours, exc. cond., needs nothing. Extras, \$2400. (914)375-3008.

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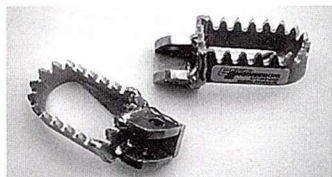
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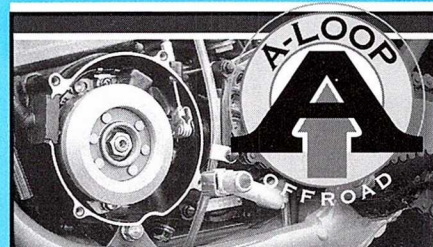
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Quotes We Know and Love

I think this is the funniest quote that I've ever heard, and I've heard it countless times and usually out on the trail far, far from any paved road:

You'll meet a fellow sitting belt deep in wet mud with his helmet off to one side upside down and filled with a great deal of tools and parts from his partially dis-assembled motorcycle. These fellows will ALWAYS say the same thing; a guaranteed favorite quote. They say, "the worst part about this is that my wife thinks I'm out here having FUN!"

That's the funniest - but the rest ain't bad.

"What this van needs is a new van" "You NEVER see any state police on this road" "I think we passed the turnoff" "Well, that's where the event started LAST year".... "You mean I didn't mail a check with my entry?" "You can put my name on that trophy right now" "Where is the gas truck?" "They just reset the key time clock" "The coffee is almost warm and the donuts have been fried in thirty weight oil" "You can't eat trophies" "Then his wife filled his Husky with straight gas" "The bars weren't too wide; the trees were too close together" "Does ANYBODY know where the gas truck is?" "He pushed the bike two miles backward on the trail and was only a hundred yards from a checkpoint when he started" "It won't start and all of a sudden it's real easy to kick over" "He tried to let two pounds of air out of his tire and the valve jammed open" "Well it's not deep now but the early numbers went through at high tide" "I think he rides a new motorcycle every week"

"The only tool he carries is twelve feet of clothesline" "Somebody put Gatorade in my Gatorade" "And my wife thinks I'm out here having FUN" "Just lay there and take it easy; I'll tell them at the next check" "They re-routed so follow the arrows and not the tracks" "I ain't seen him all day and he was running the same number" "Go as fast as you can until you're an hour late" "The deer walked away and I had a broken collar bone" "He kicked that engine over until his tongue was down to his waist" "They say the

second half is a lot easier" "I put my leg down but it was six feet too short" "It was so dusty I couldn't see my front fender"

"I'm not lost; I'm just slightly confused" "He always throws up before he starts" "It's got so much suspension you need a ladder to get on it"

.... "I hear they're checking for stop lights" "Me and the motorcycle take turns breaking down" "Did anybody turn in a fanny pack" "I was laying there thinking I was having a heart attack and some guy went through my pockets looking for a master link" "He finished in a pickup truck" "You expect to get your gas can BACK?" "Sure he rides good; he's been out of work for ten weeks" "Gotta get in shape" "You can have dependable or you can have fast, what do you want?" "An easy enduro is when YOU don't get stuck" "That's what they SAY it weighs; then they put fifteen pounds of air in each tire" "I don't try to trophy; I just ride for the fresh air"

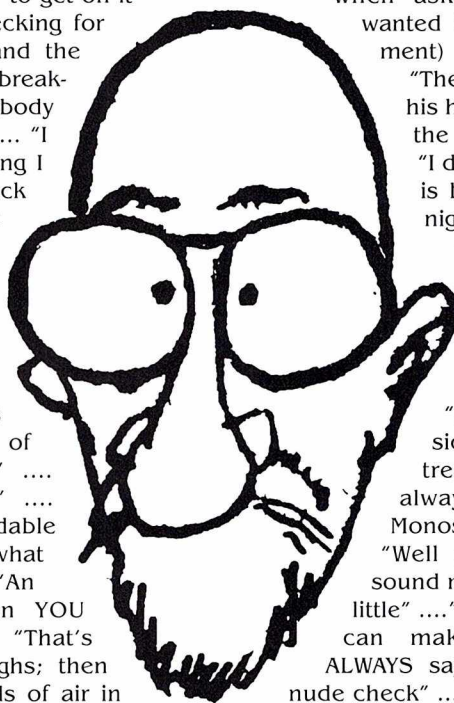
"God bless vice grips, duct tape and tie wraps" "All I carry is a compass and a dime so I can find my way out and phone for help" "I was doing really good until I wrapped fifteen feet of barbed wire on my countershaft sprocket" "If I bore it out once more I'll have a stack of big washers" "Let's find a McDonalds before I starve to death" "The gas truck?, it just left" "I only fall off on left turns, usually" "Your van will fit in there, just gas it" "Mike Lafferty was signed up but he didn't make it" "Their route sheet corrections list is longer than their route sheet" "I don't drink this coffee, I'm holding it to try to warm my hands" "He hasn't ridden in twenty years and he's still trying to shift with the brake pedal" "I know I said it before but

this is DEFINITELY my last enduro" "Then all I had left was six neutrals" "He bitches when he gets a late number and he bitches when he gets an early number; what he wants is the Taj Mahal on ball bearings" (This is a famous quote credited to showman Billy Rose when asked what his wife wanted in a divorce settlement)

"Then he drove off with his helmet and boots on the roof of his van" "I don't know where he is but at midnight last night he had his transmission spread all over his garage" "He cut himself carving a side cover gasket out of a pizza box" "He tore the right side shock off on a tree then said he always wanted a Monoshock anyway" "Well your cockamamie sound meter might be off a little" "If HE can make it, I can make it" "They ALWAYS say they're having a nude check" "You can't borrow my Phillips because you ALREADY

borrowed it" "Then he put his motorcycle under his arm and walked away with it" "Boy, he sure rides sideways a lot"

"Do they give a trophy for falling off?" "Who wants to ride that second loop again?" "Blew the fork seals and it felt like I was riding a pogo stick" "You mean they left without me?" "I don't care what the manual says, I've been adjusting valves since you were in second grade" "He keeps that up and he'll be riding a wheelchair next" "Go to bed dear I'm just going to slide this cylinder on" □



Ed Hertfelder is a teller of tales and writer of books, as well as author of the internationally famous Duct Tapes stories. He can be reached at 111 North Summit Dr, RR5, Cabot AR 72023.

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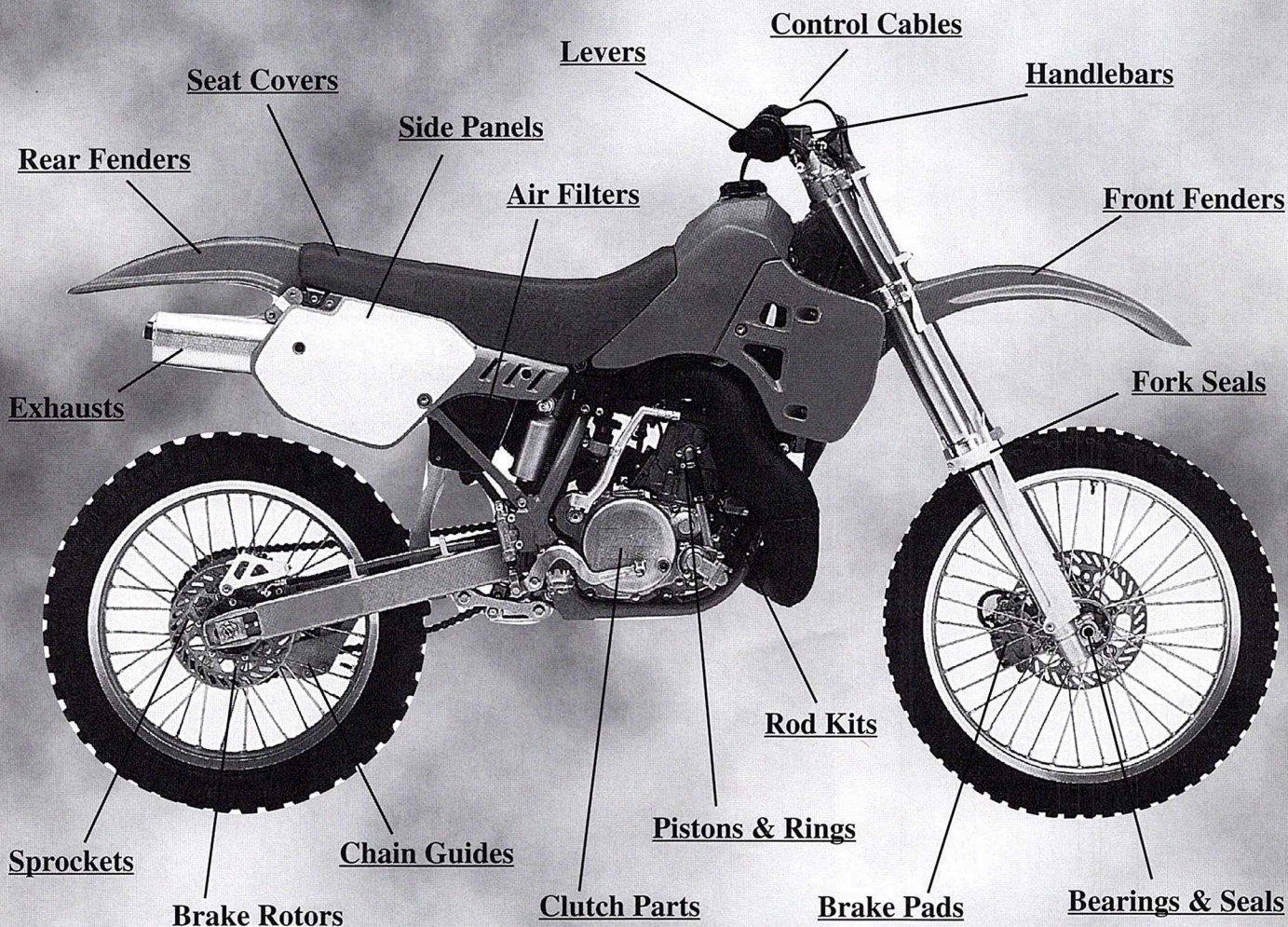
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Lance Smail



There's only one company on the top step of the podium in 4-stroke competition. KTM, the AMA West 4-Stroke National Motocross Champion. Their leading-edge 4-stroke performance technology has again, proven superior to all others. Unlike the huge manufacturers that have to water-down their race equipment for mass-production, KTM delivers this same performance in each model in the '97 line. Take off the number one plate and put on a headlight.

The '97 R/XC Dual Sportmotorcycles™ feature WP up-side down forks, WP 4681 BA (bleed adjustment) shock, and new carburetor settings and internal baffle to run super clean and responsive. They've also added the street comfort of electric start and a large capacity fuel tank for extended range.

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The World Of KTM 4-Stroke



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400/620 LC4 R/XC Electric Start
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